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# The War In Pictures

SEPT 14<sup>th</sup>  
1918

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# Leslie's

*Illustrated Weekly Newspaper*

NOTICE TO READER

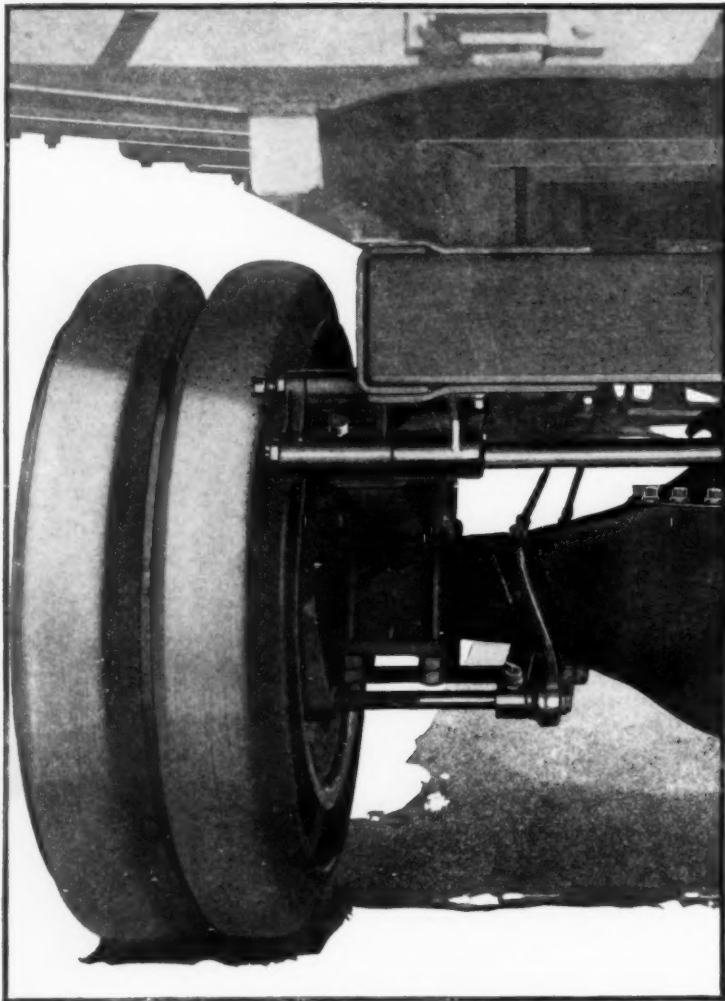
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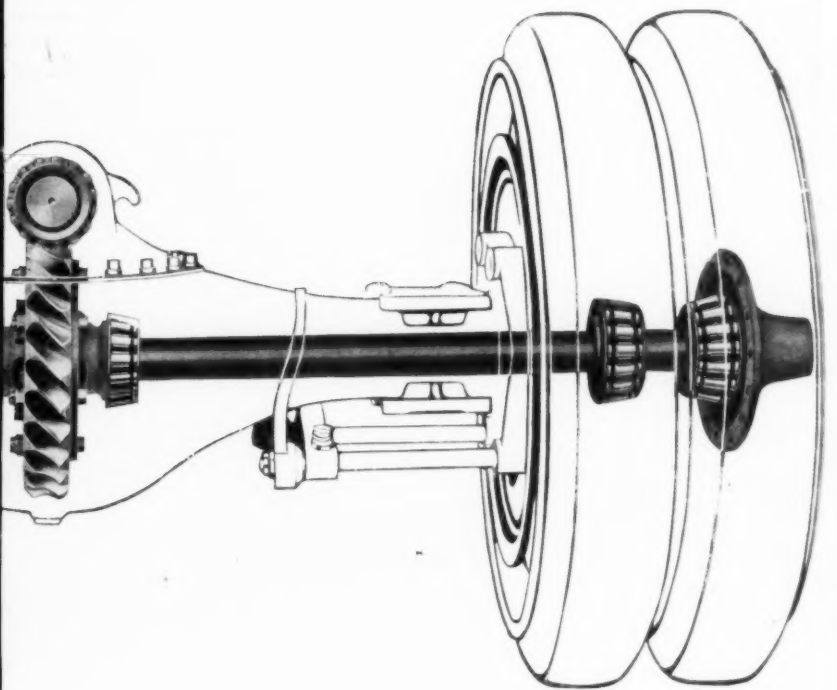
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*Pay Day*

Edition Over 500,000 a Week



In over six years use since the first Timken-Detroit Worm Gear was installed in a truck not one has ever been worn out by any cause that could be even remotely traced to its worm-drive principle. And yet, these worm-equipped trucks have averaged anywhere from three to four times the mileage considered possible prior to the introduction of worm-drive.



## Things You Can See

The less you can see of a motor truck axle the better; because durability, economy and successful operation depend on having vital working parts inclosed in a dust-proof, mud-proof, oil-tight housing.

But you *can* see—and you should look for—the one-piece unit construction that means strength—the tubular housing that gives greatest load-carrying capacity for the least weight of metal.

You can also see the big powerful brakes, and the single opening through which complete lubrication of *all* the working parts is effected in the easiest and most efficient way.

Thus the main factors in *carrying the load, stopping the load and reducing care and attention* are evident at a glance.


## Things You Can't See

Inside that sturdy housing, out of sight, is the vital *load-driving* mechanism on which to a great extent profitable operation of the truck depends.

In this Timken-Detroit Axle, rear drive is reduced to the simplest form—two strong, practically indestructible units and a single reduction.

Worm and worm wheel run in a continuous bath of oil, flowing over every working part as the truck moves.

Worm-drive includes the *three vital essentials* to long life—fewest possible parts; direct, positive, continuously flowing lubrication; and absolute protection from foreign substances to cause wear.

 THE TIMKEN-DETROIT AXLE COMPANY   
Detroit, Mich.

*Oldest and largest builders of front and rear axles for both motor cars and trucks.*

# TIMKEN-DETROIT

## FRONT and WORM-DRIVE REAR AXLES

For Efficient **COMMERCIAL** Haulage

# The Easy Way To Buy a Typewriter

By Burton Wynne

**I**T TAKES a stirring story of real commercial daring to make an imprint upon the war-filled mind—a story with a distinct shock.

And here it is. Even in peacetime it would have created a furore in commercial circles.

I relate here the story of how The Oliver Typewriter Company set itself against all precedents, all tendencies, and in times when most men are content to ride with the tide, how Oliver executives dared to liberate the public from extravagant typewriter prices.

As for the shock, let it be stated briefly at the beginning:

**The \$100 Oliver now sells for \$49!**

The Company asks less instead of more!

Whoever heard of such war-time ideas? Half price in double price times! Do you pay half price for anything else nowadays?

Say what you will about increased production making up the difference—it takes courage for a great, long-established concern to "right about face." It means readjustments—it means stronger competition. It sometimes means business war.

## Oliver Strategy

Foresight prevailed at the conferences when the Oliver Plan was conceived. The future pointed to radical economic changes.

Here is the original idea, as stated by an Oliver official:

"We will take the \$51 that it is costing us to sell an Oliver and subtract it from our standard price of \$100. Let the buyer keep his \$51.

"Let him buy the Oliver direct. Let him save every cent possible.

"We can offer the identical Oliver, without a single change, for \$49 by this new way of distribution. It is tomorrow's way, when all will practice thrift.

"Low price and easy terms, together with our new and easy way to learn to operate the Oliver quickly, makes typing possible for all."

And so by preparation, The Oliver Typewriter Company, with the Nation's Declaration of War, was able to announce the \$100 Oliver for \$49.

The announcement brought a terrific increase in sales. Orders and inquiries poured in. Within a month, the plan had been voted an astounding commercial success.

Other thousands outside of business were able to give up tedious longhand. The Oliver plan made it possible.

The Oliver is easy to learn, having a standard keyboard. And if requested when ordering, "The Van Sant System of Touch Typewriting" is included free, the same course used by prominent business colleges.

## The Identical \$100 Model

The Oliver Company took the public into its complete confidence. It published a book, entitled "The High Cost of Typewriters—The Reason and the Remedy."

**"Everyone now can afford a typewriter—with the famous \$100 Oliver selling at \$49 and easy terms of \$3 per month. Now no one need use longhand—even for personal correspondence.**

**"A foresighted plan makes the Oliver the universal writer both in business and in the home."**

**Mr. Wynne states here the amazing war-time facts which make the Oliver easy to get, easy to buy, easy to learn.**

This book and each Oliver advertisement tells how as well as why the price of brand new, latest model Olivers was reduced to \$49. They tell where the \$51 used to go.

We no longer have thousands of expensive salesmen and agents traveling.

In dozens of other daring ways, Oliver executives have gained new economies for the public, without sacrificing quality one iota. Every selling waste is taboo.

A copy of "The High Cost of Typewriters—The Reason and the Remedy" is yours, if you mail the coupon. It is free—there is no obligation.

## Simply Self-Selling

Here is the easy way to buy an Oliver. Note that you are your own salesman.

Remember, we ship only new Olivers, not rebuilt, not second hand.

First, you mail the coupon below for either a free-trial Oliver or for further information. When you ask for the free-trial Oliver, it comes immediately, without your paying a single penny for it.

Note that it is brand new, never used. That it is the latest model, No. 9.

Keep it for five days.

Use it as if it were your own. Compare it. Match its speed and workmanship. Note the wonderful carbons and stencils it makes.

Then if you want to own it, send \$3 per month until the \$49 is paid. Throughout the trial you are the sole judge. It must sell itself by every test.

You can learn to use the Oliver quickly. Our free course is simple. Anyone can learn—school children included.

If you don't want the Oliver, return it. You are not under the slightest obligation to buy. Even the transportation charges are refunded.

That is all—absolutely all—there is to the new Oliver plan. All round-about ways are pruned.

Your Oliver comes from the Oliver factory, which is at Woodstock, a suburb of Chicago. Here the Oliver has been built for over twenty years.

## Save \$51 Now

There is no need to pay \$100 for \$100 Olivers now. And there is no need now for anyone to be without a typewriter, with such a rock-bottom price and such easy terms.

Over 600,000 Olivers have been sold. Many of the country's greatest businesses use The Oliver—such concerns as The United States Steel Corporation, Montgomery Ward & Company, Baldwin Locomotive Works, Pennsylvania Railroad, Bethlehem Steel Company, National City Bank of New York, Hart, Schaffner & Marx, Diamond Match Company, and hundreds of others. Over 600,000 have been sold.

In the business world, The Oliver is a greater success than ever. And now it enters a more universal field; it is available for all—even school children, whose lessons can be typed. And it is being bought by farmers, professional men, and individuals with considerable private correspondence—people who hitherto have depended on longhand.

You should take advantage of the \$49 Oliver. While the present price is \$49, conditions might force an increase.

So do not wait. Mail the coupon now.

Canadian Price \$62.55

**The Oliver Typewriter Company**

104C Oliver Typewriter Bldg.,

Chicago

(794)

**Was \$100  
Now \$49**

**THE OLIVER TYPEWRITER COMPANY**  
104C Oliver Typewriter Bldg.,  
Chicago, Ill.

☐ Ship me a new Oliver Nine for five days free inspection. If I keep it, I will pay \$49 at the rate of \$3 per month. The title to remain in you until fully paid for.

My shipping point is.....

This does not place me under any obligation to buy. If I choose to return the Oliver, I will ship it back at your expense at the end of five days.

☐ Do not send a machine until I order it. Mail me your book "The High Cost of Typewriters—The Reason and the Remedy," your de luxe catalog and further information.

Name.....

Street Address.....

City..... State.....



# Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY  
NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

JOHN A. SLEICHER, Editor-in-Chief

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CXXXVII SATURDAY, SEPTEMBER 14, 1918 No. 3288

"Stand by the Flag: In God We Trust"

## Our Business

By SENATOR HENRY CABOT LODGE

OUR business is to put Germany in a position where she can do no more harm in the future to the rest of the world. Unless we achieve this we shall have fought in vain. Congress and the President had no right to declare war unless they meant to do precisely this thing. We are pouring out the best blood of the country, the blood of our chosen youth, upon the altar of patriotism. We are making every sort of pecuniary sacrifice. We are bearing an immense burden of taxation. We are mortgaging with our loans the future of coming generations. We have set aside for the time being the Constitution under which individual liberty has been preserved and the country has grown and prospered. We have adopted measures which lead, if unchecked, to the building up on the one hand of a great bureaucracy such as that which crushed and ruined Russia, and which on the other are stimulating the development of state socialism. It is our intention to return, as our laws show, to the old restrictions, protections, and rights of the ordered freedom of the Constitution. We are taking these vast risks, we are bearing these huge burdens, we are making these unspeakable sacrifices of life; but we have no right to do all these things unless we win the prize.

## The Peace We Demand

PRESIDENT WILSON was justified in denouncing the German Government as at present constituted as "a thing without conscience or honor or capacity for covenanted peace." This is the firm conviction of the American people, and the only peace terms that it will accept are and should be those laid down by Senator Lodge in his recent remarkably able and eloquent address in the Senate Chamber.

Briefly stated, this is what the Senator, as the Republican leader of that great body, demands: Complete restoration of Belgium; unconditional return of Alsace-Lorraine to France, and Italia Irredenta to Italy; independence for Greece, Serbia, Roumania, Poland and the Slavs; freedom of Russia from German domination, Constantinople to be a free port, and Palestine released from Turkish misrule.

German intrigues are going on with the one purpose of securing a peace by negotiation. Through underground channels of neutral nations similar efforts are being made.

Germany is weary of the war. Its allies are threatening to make a separate peace. It is losing its hold on Russia. It sees its most profitable customer, the United States, becoming its bitterest enemy. It realizes too late its mistake in underestimating American power and prowess. It wants peace, and it cannot get it by the sword. That long-cherished hope is blasted.

Germany must take what the offended nations will give it. So far as the Republican Party is concerned its peace terms have been laid down by Senator Lodge. If at the approaching election for Members of Congress the people want any other kind of peace let them oppose the platform laid down by the gifted Senator from Massachusetts.

But it is a good enough platform for us all to stand on. "Politics is adjourned."

## "Work or Fight!"

THE workmen of this country have proved their patriotism. Hundreds of thousands have gone to the trenches in France. If a poll could be taken of these brave men everyone would sustain the "work or fight" clause which was added to the manpower bill in the Senate and abandoned in conference. This clause provides that strikers must submit grievances to the War Labor Board and return to work at once, pending the board's decision, or be subject to draft.

It seems incredible that the House of Representatives could have been bulldozed by Mr. Gompers into defeating this clause. It would have been creditable to the Senate had it insisted on retaining it. We are not surprised that Representative Blanton of Texas, stirred to indignation by the opposition to the anti-strike amendment, declared, according to the press dispatches, that "if Samuel Gompers or anyone else came to his office and told him not to further regulate labor he would tell him to go to hell."

Senator Poindexter of Washington was amply justified in saying that the "so-called labor leaders" opposing the amendment do not truly represent American workmen, and that a majority of the latter do not seek any special privilege or exemption under the draft law, and resent the activity of union leaders. As Cardinal Gibbons tersely puts it: "The very fact that we have conscription puts a responsibility on every man in the country either to fight or to work as the Government may think most necessary for the common good."

Senator Thomas, of Colorado, who introduced the original amendment, declared that "we want to be fair to our workmen, but the country's interests come ahead of everything else. This war cannot be won on sentiment. We must see that our war industries are increased rather than diminished for the balance of the war." There was justification for these words and for the anti-strike amendment in the fact that while the Senator was speaking a strike was being declared by a thousand employees at a Seattle steel plant engaged on contracts for the Emergency Fleet Corporation.

Congressman Good of Iowa had the courage on the floor of the House to say to the members who opposed the proposition to make any one "work or fight": "I want the members when they face the mothers and fathers of our soldier boys this fall to confess, 'Yes, I voted to put them there at once, and I voted against putting the industrial slackers of the country into the trenches.'" The mothers and fathers of our soldiers and sailors when they go to the polls this fall should bear in mind the Congressmen who were afraid of the slackers. Out with them!

"Work or Fight!"

## Do It Now

WORKMAN ought never to lose sight of the fact that their interests are identical with those of the employer. When the latter fails and closes his shop, he closes his safe, stops his pay roll and leaves his employees' dinner pails empty. Thoughtful workmen understand this. If it were not for the walking delegates and paid agitators labor troubles would be few and far between.

A few years ago, when the railroads, facing rising cost of operation and stationary incomes, were being forced into receiverships, if their employees had stood like a rock and demanded higher freight rates consistent with higher wages the railroads would have been saved from Government control and higher wages would have been paid. Street railway systems are up against the same problem today. They cannot meet the increased cost of equipment and demands for higher wages unless permitted to increase fares.

The Brooklyn Rapid Transit Company has raised the pay of its employees and the employees in turn have issued a statement to the public asking that the company be given "fair treatment" in its request for higher fares. This is the right spirit of fellowship and co-operation. When employees are in trouble, they look to their employers to help them out. Why shouldn't employees do the same for their employer?

All the public service corporations ask is an advance to meet the increased wages and increased cost of material and to give a fair return on capital invested. This they ought to have.

## Something You Can Do

OUR men in the army and navy are leading abroad lives of great hazard. That's what they went over there to do. Some of them have already given their lives for their country, and hundreds of thousands of them are suffering incredible dangers and hardships while smashing their way toward the Rhine.

Nothing daunts these intrepid spirits and nothing can

diminish this splendid American determination to win. But every one of us can do something to add to the happiness and contentment of our brave lads in foreign service. There is nothing these men desire so much as to get news from their communities. A good many of them are putting in twenty-four hours a day fighting, but there always comes to these a time for rest and introspection.

Then is the time when the soldier desires his home paper. It does not cost very much to send it to him and any one in any place who subscribes for a paper for one soldier, or for that matter for papers for a dozen soldiers, will know that each time a paper falls into the hands of a man from his home town he will have a letter not from one individual but from the entire community.

Therefore it is the duty of everyone to help "Put the 'home paper' in the trenches." To this end, the National Home Paper Service Association organized by our generous and patriotic friend, Colonel William Boyce Thompson, should have the widest support and publicity.

Colonel Thompson's plan has been most successfully carried out without cost to newspapers in various parts of the country. Those who may be interested in this good work can obtain information regarding the methods to be employed by writing to Col. William Boyce Thompson, No. 1 Madison Avenue, New York City.

## The Plain Truth

GOSSIP! An eminently successful business man of New York who inherits a German patronym has brought suit for heavy damages against two society women for questioning his loyalty. In his eloquent speech, at Saratoga, Colonel Roosevelt made a notable plea for fair play for patriotic American citizens who might have the misfortune to inherit German names. The sons of many of these are in the trenches. It would be no less unjust to challenge the patriotism of these fighters than to impugn that of their parents. The gentleman who brought the action against his defamers has invested half a million dollars in Liberty Bonds, contributed \$25,000 to the Red Cross and is giving \$1,000 a month to the Y. M. C. A. Whether he bears a German name or not, this is a pretty good record of patriotism. We are not surprised that he resented a sinister imputation upon his devotion to the flag of his country.

REQUA! Things can be done if we will only find the men capable of doing them. Mr. Hoover has shown this notably in the matter of food conservation, and Mr. Mark L. Requa, Chief of the Oil Section, in the conservation of gasoline. There was a loud outcry against some of the restrictions Mr. Requa found it necessary to impose, especially on the use of gasoline for joy rides and Sunday pleasure. Mr. Requa believes that the way to do things is to do them, and that the way to conserve a product is by reaching out to the smallest consumer and asking him, in a spirit of patriotism, to do his little part. We are reminded by Chairman Bedford of the National Petroleum War Service Committee as to gasoline that "the situation is similar to that now prevailing with reference to sugar and wheat. We have enough for our own uses, but not for ourselves and our allies, too. It is the part, therefore, of every citizen to get behind Mr. Requa's program as a very definite step in winning the war." Who shall say "no" to this?

TIMELY! With Bolshevism and the I. W. W. rampant and calling upon labor everywhere to make war upon capital the industrial world is more than ever in need of a sane voice arguing for the spirit of co-operation. The period of reconstruction after the war will need a strong guiding hand, inspired by the common good, not by the welfare of any one class. War is now proving itself to be the costliest of all methods in settling disputes. Both labor and capital should acknowledge that each has made mistakes, but should also be broad enough to see that the fundamental solution of their differences lies in co-operation. Mr. E. H. Davison, speaking at the annual convention of the National Association of Building Owners and Managers, declared that the first place to start a co-operative campaign is with the press. He pointed out that one of the greatest weaknesses, as George Creel recently said, is the disposition of newspapers to headline every sensation and to magnify every little difficulty that may occur between employers and employed, on the theory that circulation is boomed by exploitation of the masses. Mr. Davison suggested that some organization, such, for example, as the Chamber of Commerce of the United States, should systematically enlist the magazines and newspapers in an educational propaganda for co-operation between labor and capital, and that if refractory papers are found they should be reached through their big advertisers. We commend the wisdom of Mr. Davison's proposal.



# How I Improved My Memory In One Evening

## The Amazing Experience of Victor Jones

"Of course I place you! Mr. Addison Sims of Seattle.

"If I remember correctly—and I *do* remember correctly—Mr. Burroughs, the lumberman, introduced me to you at the luncheon of the Seattle Rotary Club three years ago in May. This is a pleasure indeed. I haven't laid eyes on you since that day. How is the grain business? And how did that amalgamation work out?"

The assurance of this speaker—in the crowded corridor of the Hotel McAlpin—compelled me to turn and look at him, though I must say it is not my usual habit to "listen in" even in a hotel lobby.

"He is David M. Roth, the most famous memory expert in the United States," said my friend Kennedy, answering my question before I could get it out. "He will show you a lot more wonderful things than that, before the evening is over."

And he did.

As we went into the banquet room the toastmaster was introducing a long line of the guests to Mr. Roth. I got in line and when it came my turn, Mr. Roth asked, "What are your initials, Mr. Jones, and your business connection and telephone number?" Why he asked this, I learned later, when he picked out from the crowd the 60 men he had met two hours before and called each by name without a mistake. What is more, he named each man's business and telephone number, for good measure.

I won't tell you all the other amazing things this man did except to tell how he called back, without a minute's hesitation, long lists of numbers, bank clearings, prices, lot numbers, parcel post rates and anything else the guests gave him in rapid order.

\*\*\*\*\*

When I met Mr. Roth again—which you may be sure I did the first chance I got—he rather bowled me over by saying in his quiet, modest way:

"There is nothing miraculous about my remembering anything I want to remember, whether it be names, faces, figures, facts or something I have read in a magazine.

"You can do this just as easily as I do. Anyone with an average mind can learn quickly to do exactly the same things which seem so miraculous when I do them.

"My own memory," continued Mr. Roth, "was originally very faulty. Yes it was—a really *poor* memory. On meeting a man I would lose his name in thirty seconds, while now there are probably 10,000 men and women in the United States, many of whom I have met but once, whose names I can call instantly on meeting them."

"That is all right for you, Mr. Roth," I interrupted, "you have given years to it. But how about me?"

"Mr. Jones," he replied, "I can teach you the secret of a good memory in one evening. This is

not a guess, because I have done it with thousands of pupils. In the first of seven simple lessons which I have prepared for home study, I show you the basic principle of my whole system and you will find it—not hard work as you might fear—but just like playing a fascinating game. I will prove it to you."

He didn't have to prove it. His Course did: I got it the very next day from his publishers, the Independent Corporation.

When I tackled the first lesson, I suppose I was the most surprised man in forty-eight states to find that I had learned—in about one hour—how to remember a list of one hundred words so that I could call them off forward and back without a single mistake.

That first lesson *stuck*. And so did the other six.

Read this letter from C. Louis Allen, who at 32 years became president of a million dollar corporation, the Pyrene Manufacturing Company of New York, makers of the famous fire extinguisher:

"Now that the Roth Memory Course is finished, I want to tell you how much I have *enjoyed* the study of this most fascinating subject. Usually these courses involve a great deal of drudgery, but this has been nothing but pure *pleasure* all the way through. I have derived much benefit from taking the course of instruction and feel that I shall continue to strengthen my memory. That is the best part of it. I shall be glad of an opportunity to recommend your work to my friends."

Mr. Allen didn't put it a bit too strong.

The Roth Course is priceless! I can absolutely *count* on my memory now. I can call the name of most any man I have met before—and I am getting better all the time. I can remember any figures I wish to remember. Telephone numbers come to my mind instantly, once I have filed them by Mr. Roth's easy method. Street addresses are just as easy.

The old fear of forgetting (you know what that is) has vanished. I used to be "scared stiff" on my feet—because I wasn't *sure*. I couldn't remember what I wanted to say.

Now I am sure of myself, and confident, and "easy as an old shoe" when I get on my feet at the club, or at a banquet, or in a business meeting, or in any social gathering.

Perhaps the most enjoyable part of it all is that I have become a good conversationalist—and I used to be as silent as a sphinx when I got into a crowd of people who knew things.

Now I can call up like a flash of lightning most any fact I want right at the instant I need it most. I used to think a "hair trigger" memory belonged only to the prodigy and genius. Now I see that every man of us has that kind of a memory if he only knows how to make it work right.

I tell you it is a wonderful thing, after groping around in the dark for so many years to be able to switch the big searchlight on your mind and see instantly everything you want to remember.

This Roth Course will do wonders in your office.

Since we took it up you never hear anyone in *our* office say "I guess" or "I think it was about so much" or "I forget that right now" or "I can't remember" or "I must look up his name." Now they are right there with the answer—like a shot.

Have you ever heard of "Multigraph" Smith? Real name H. Q. Smith, Division Manager of the Multigraph Sales Company, Ltd., in Montreal. Here is just a bit from a letter of his that I saw last week:

"Here is the whole thing in a nutshell: Mr. Roth has a most remarkable Memory Course. It is simple, and easy as falling off a log. Yet with one hour a day of practice anyone—I don't care who he is—can improve his Memory 100% in a week and 1,000% in six months."

My advice to you is don't wait another minute. Send to Independent Corporation for Mr. Roth's amazing course and see what a wonderful memory you have got. Your dividends in *increased earning power* will be enormous.

VICTOR JONES

While Mr. Jones has chosen the story form for this account of his experience and that of others with the Roth Memory Course, he has used only facts that are known personally to the President of the Independent Corporation, who hereby verifies the accuracy of Mr. Jones' story in all its particulars.

## Send No Money

So confident is the Independent Corporation, the publishers of the Roth Memory Course, that once you have an opportunity to see in your own home how easy it is to double, yes, triple your memory power in a few short hours, that they are willing to send the course on free examination.

Don't send any money. Merely mail the coupon or write a letter and the complete course will be sent, all charges prepaid, at once. If you are not entirely satisfied send it back any time within five days after you receive it and you will owe nothing.

On the other hand, if you are as pleased as are the thousands of other men and women who have used the course, send only \$5 in full payment. You take no risk and you have everything to gain, so mail the coupon now before this remarkable offer is withdrawn.

## Free Examination Coupon

### Independent Corporation

Division of Business Education

Dept. 19 119 W. 40th Street New York  
Publishers of The Independent (and Harper's Weekly)

Please send me the Roth Memory Course of seven lessons. I will either remail the course to you within five days after its receipt or send you \$5.

Name.....

Address.....



..... L. W. 9-14-18....

# Yank Artillery's Deadly Work

Photographs by LUCIAN S. KIRTLAND, Staff Correspondent



American soldiers in Vaux. The destruction of the town of Vaux, a few miles west of Chateau-Thierry, marked the beginning of the American advance. It took four

years to batter Ypres into an unrecognizable mass and four hours to do the same to Vaux. The doughboys and the trooper appear confident that the Hun has gone east.



Captured German officers declared after the town was taken that the American artillery fire was the most deadly and concentrated they had ever gone through. The picture above is of the main part of Vaux, where substantial houses and stores stood close together on the village streets. Not a building was left inhabitable by our artillerymen. A few hours after our men entered the town the main street had been cleared.



"This shell hole in Vaux was the deepest I have ever seen," wrote Mr. Kirtland; "only the explosion of a mine could equal it." The Y. M. C. A. worker appears lost in the deep, rocky crater.



# On the Heels of the Retreating Hun

Photographs by LUCIAN S. KIRTLAND, Staff Correspondent



Major Stanley Washburn, who is now fighting in battles instead of reporting them. In the past he has been the Chicago News and London Times correspondent. He is now a U. S. officer.



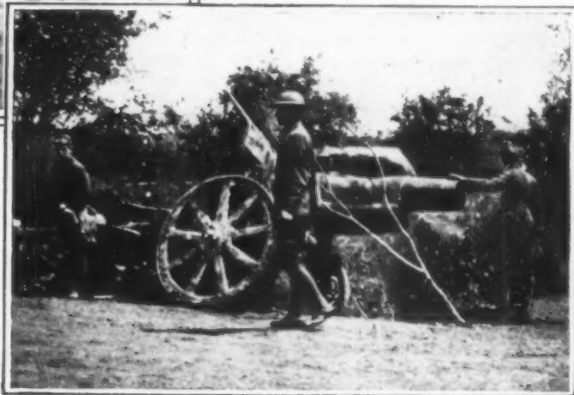
Looking up the street to the Hotel de Ville, Chateau-Thierry, a few days after our men had swept through the town after the Huns.



Frederick Sayre, President Wilson's son-in-law, en route for a survey of the work of the Y. M. C. A. on the Chateau-Thierry front. He is an untiring worker for the comfort of our men.



A field-gun on the edge of Belleau Woods, where sharp fighting took place. It is perfectly camouflaged against air observation and was taken into action later.



American soldiers looking over one of the numerous heavy field-pieces which they have taken in hand-to-hand fighting during the Hun retreat.



The telephone men have had heavy losses. The wires must be carried forward and kept in repair, so this branch of the Signal Corps follows close on the heels of the fighting men and suffers very severely.



A wire layer who figured in a record feat. After a steady advance of four kilometers the dough-boys cleared a farm at 11.37 A.M. The wire layers trailing their wire for four kilometers entered at 12.05, and the first official message was sent back to headquarters over the wire at 12.50.



A German grave. The Yanks put the soldier's body into a shell hole, leveled the crater, and the man's rifle became his tombstone, with his identification tag, as an epitaph, hanging from the barrel.



THE Allies have already reconquered more than half of the territory won by the Germans during their series of great offensives that began on March 21st. That is the outstanding fact of the present situation, measured in terms of territory. But ground regained and miles of advance are no true measure of the Allies' recent success. They have accomplished a great deal more than the hurling back of the enemy in defeat. They have seized and kept the initiative. They have been striking where and when they would, while the Germans have been kept guessing, desperately attempting to ward off simultaneous thrusts at widely distant sectors of front. And General March, Chief of Staff in Washington, is authority for the statement that since July 1st the Germans have lost about 1,200 prisoners and 1,300 heavy guns. When we add these losses to the enemy's enormous casualties suffered in the continuous fighting of the past spring and summer, when we realize that with such fast-dwindling manpower he must face the never-ending stream of American reinforcements now pouring across the Atlantic—well, it is not hard to understand the great and growing uneasiness of the German people as reflected in the German press.

#### Picardy Salient Fast Flattening Out

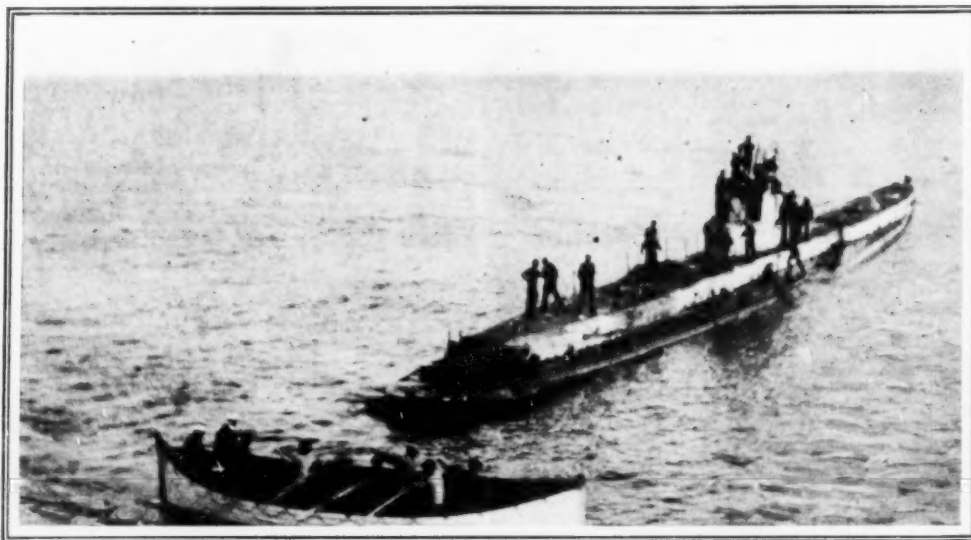
Under the relentless pressure of the Franco-British armies operating between Soissons and Arras, the enemy's famous Picardy salient, which once all but swept over Amiens and threatened Paris from a distance of little more than 50 miles, is rapidly dwindling away. At this writing the Germans were retreating on a wide front between Noyon and the Somme, having abandoned Chaulnes, Nesle and Roye, while the fall of Noyon appeared to be merely a matter of hours. At the same time the British were pressing in on Peronne and the battle-line ran north through the ruins of Bapaume to cross the old Hindenburg line before Arras. At the latter point the fighting was exceedingly bitter, the Germans heavily counter-attacking British and Colonial troops who had pressed forward several miles beyond the line of 1917-1918. The reason the Germans reacted so promptly and vigorously here is plain enough, for these positions are a natural pivot for any defensive line the enemy may now seek to establish to the south, and a further advance of the British toward Douai and Cambrai would jeopardize the entire German defensive system as far as the River Oise and probably beyond. It is likely, therefore, that we shall see further fighting of a most desperate character before Arras. A word of caution may, perhaps, be in order in regard to the recent swift advance of the French and British. There is some reason to believe that the Germans, since Haig's unexpected success of August 8th drove them back before Amiens, have really been fighting nothing more than determined rear-guard actions on a wide front to cover the removal of heavy artillery and stores beyond the defensive line where the enemy intends to make his real stand. The rate at which the British and French were advancing on August 27th and 28th, for instance, clearly indicated that either the enemy had suffered a demoralizing defeat or else was rapidly withdrawing, under pressure but in good order, to positions in the rear. We may safely assume the latter alternative, since neither British nor French official statements made any claim that the German resistance had collapsed. Where the enemy intends to make his definite stand has not yet become clear, although some of the possibilities were discussed in last week's issue.

#### What Germany Can Do on the Defensive

Now that continued success of the Allied armies has removed the last hope of decisive German victory, the German leaders, military and political, must prepare for defensive warfare in 1919. It cannot be a very encouraging prospect, and

# A Week of the War

By HENRY FARRAND GRIFFIN



The sea serpent at work. The Dutch steamship *New Amsterdam* reached New York recently after having been held up by a submarine captain who, however, allowed the ship to proceed after looking over her papers. Shots across the bow brought the ship to, and her officers were forced to carry the papers aboard the submarine. The picture was taken from a port-hole as the ship's boat was approaching the submarine. The Hun lookout on the conning tower was keeping a sharp eye for approaching vessels. The *New Amsterdam* was spared under an agreement of safe convoy between Holland, England and Germany.

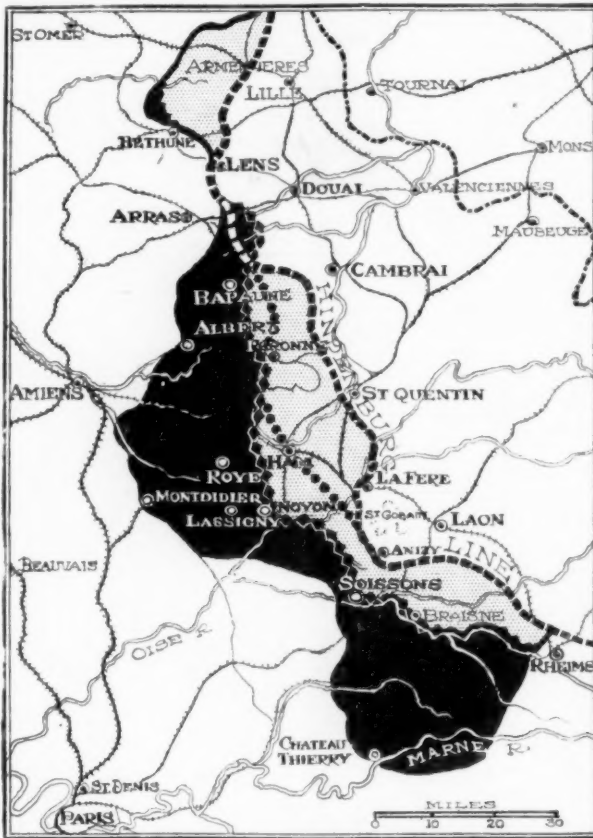
there is no doubt that the German people view it with dismay. They had been promised victory and peace in 1919. Now, after paying on the strength of these promises a heavy price in suffering and casualties, they are learning that victory has escaped them and peace still seems as far away as ever. As this realization filters down through the more intelligent classes to the masses there is bound to be a profound political reaction in Germany, and what the result will be no man can safely prophesy. We are concerned here, however, primarily with the military situation, and will, therefore, assume for the sake of argument that Germany's present leaders will be able to weather the storm of popular disappointment and can persuade the German people to hold out through another year of defensive warfare.

how costly such an elastic machine-gun defense can make an offensive. And already we have had indications that the Germans are preparing for a still greater development of machine-gun tactics. It is reported, for instance, that horse-drawn machine-gun detachments are to be organized as a component part of each German infantry company. Now the Allies are increasingly relying upon tanks as the answer to machine-guns, and the German antidote for tanks is light, mobile field artillery operating practically on the firing line. With these developments and the constantly increasing use of airplanes against infantry, both for bombing and machine-gun fire, we are likely to see in 1919 a bewildering return to the war of movement in which the newest and most destructive mechanical inventions of man will play a spectacular part. It will naturally be the German leaders' defensive policy to conserve their man-power, to exact the highest possible price for every foot of ground yielded, but to pay out ground freely whenever the cost of holding it becomes prohibitive. This, of course, it is possible for the Germans to do without unduly demoralizing effect at home so long as they are fighting on French or Belgian soil. In the event of an Allied or American offensive through Alsace-Lorraine it would be quite another story. The strategic possibilities, both military and political, of such an offensive will be considered in a subsequent issue.

#### Americans Concentrating for New Drive?

It is worth noting that since the announcement of the formation of an American field army we have had no news as to the disposition of this, General Pershing's first large independent command. There has been some interesting speculation among military men on the possibilities of an all-American front for offensive purposes. American divisions already engaged have shown up so well on the offensive, particularly in the recent desperate fighting between the Marne and the Vesle, that they may well have earned the right to bigger responsibilities. We know that American units are, or were not long ago, located at various points along the Lorraine and Alsace fronts, which have been relatively inactive since the early days of the war. Somewhere here would be a logical place for the first all-American front, and the concentration of considerable forces in Alsace and Lorraine would make it very perilous for the Germans to thin down their inactive southern lines to relieve their hard-pressed armies to the north and west. This would be a natural move on the part of the enemy, for the front in Lorraine and Alsace runs, for the most part, through mountainous or very hilly and broken country such as lends itself to a strong defense with minimum forces. It will be recalled that at the very beginning of the war the French

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The territory in black has been won back from the Germans since their March offensive began. The Hindenburg line is shown by the broken line. The heavy dotted line shows where the Germans may attempt to stand before retiring to the Hindenburg defenses.

# Making the World Safe for Truth

By RICHARD WASHBURN CHILD



The conscription of thought by the Bolshevik leaders in Russia resulted in this.

EDITOR'S NOTE: Richard Washburn Child, a lawyer, is the author of several books, among which is "Potential Russia," and is a well-known contributor of articles on economic and political and international subjects to the more prominent magazines. Since the beginning of the war he has been at seven foreign capitals, has visited the General Staff of the Russian Army, was in China and Mongolia during the revolts leading to the overturn of the Chinese Republic, and returned to the United States with the Japanese Mission in 1917. He is a graduate of Harvard College and the Harvard Law School, is a trustee of the Italian-American Society, a member of the executive committee of the American Council on Foreign Relations. During the winter of 1917 he was in Washington in government service under Frank A. Vanderlip in the Treasury Department, resigning when the work of organization assigned to him had been accomplished, but has since given some time to a special assignment of the Department of Labor. Until the Bryan campaign he was attached by tradition and belief to the Democratic Party, but in 1912 and 1913 managed two gubernatorial campaigns in Massachusetts for the Progressive candidate. He has a wide acquaintance among national leaders of both political parties.



Richard Washburn Child

I HAD a long talk at the Capital with one of the great personalities of modern times, who will be remembered forever as a scholar and an authority in statecraft, and an unflinching leader in a long fight for world democracy. He said to me: "Never before this moment have our people been as united as now. The war has glorified the national spirit; there is complete willingness to sacrifice. If there is fault with the Government's conduct of the war the people are willing to shut their eyes and mouths: this is a national policy. It is founded upon the unwillingness of the officials to invite or tolerate criticism, but still more it is founded upon a belief of the people that nothing must be criticized. Will you not say that this spirit is magnificent?"

Suddenly he turned his great body and his lion head toward me and said in a rumbling whisper: "It is ruin! I have startled you?" he went on. "Ah well! I am in the minority. For I believe not only in the theory but also in the practice of democracy, and we are not practicing democracy when the editors and writers of our nation are browbeaten by subtle ways into silence, when the half-spoken threat of censorship and governmental displeasure is always in their ears, when criticism is called the voice of German influence, or is said to have a demoralizing effect upon our French or British allies. Nor are we practicing democracy when the best of industrial and financial leaders, thinking to be more loyal to our country, or because of their timid reluctance to risk the frown of those in office, criticize only behind closed doors, in meetings of mice, and so allow mistakes to be made."

He paused and held toward me a great forefinger,

"In such a case the people are deceived. The facts are not changed. We are not stronger. There is no more strength in our armies or in our navy. We can do no more harm to the Germans. We are weaker, because there is growing a day of reckoning when our national spirit will be sick of idolatry founded upon something other than the bare cold truth, when it will be sick and broken because loyalty to government, like loyalty to one's mother, will not remain unwounded if one may say, 'She has lied to me.'"

To this doctrine it is certain the President of the United States would subscribe, heading the list of our millions of loyal citizens, conscious of the need of watching day and night the preservation of our democracy at home while we fight for the safety of democracy overseas.

The man who made this statement was not an American, nor was he speaking of America. Kovalevsky, the great authority on international law and constitutional government and rugged, dauntless pioneer in democracy's cause, was in his study in Petrograd one afternoon in the winter of 1915-16. He spoke to me not as Milioukov, nor Shingarev, nor Guchkov, had done, nor even as Kerensky, whom I had heard addressing a great meeting of socialists, for Kovalevsky alone prophesied the fate of a nation, unsafe for truth. He spoke of Russia.

No one will believe that the situation in America is to run parallel to the situation in Russia; no one will want to believe it. The subject of criticism of the Administration, however, has become a tender subject, and this in itself is enough to raise the alarm.

We may talk of other investigations, we may talk of the exposure of evil propaganda, and of the need for national unity. No investigation can be as important as the endless continuing ruthless investigation which American citizens must apply to be sure that, under the stress of war, American democracy and the rights of free men are not smirched, twisted, and weakened by unseen, quiet pressure, by browbeating or by sentimental sheep-spirit. No exposure is more valuable than the exposure of propaganda aimed to create a government machine, which, in alliance with a group of newspapers and the great publicity organization at Washington, might betray us into the hands of Bolsheviks, led by those pale-blue theorists who conceive a state as a bank upon which limitless drafts may be made, but which requires from the citizens no deposits. No object of national unity is more important than the preservation of the right of every American to have his share in winning the war, not only with his body, but with his brains.

A democracy can, will, and ought to conscript men when needed, and women when they are needed, and wealth and resource when they are needed, but when it tries to conscript thought, the jig is up—it is no longer a democracy.

Indeed that is the very thing we are trying to teach the Kaiser, and no one knows better than the members of the Cabinet, nor would assent more quickly to the statement that if we, the citizens of a democracy, fell into the error of a sheep citizenship, or into the power of a sheep-herding government, we would have lost the War—not in France, where we are going to win, but right here, at home, in your own town—on your home grounds. We would have lost the essential parts of America itself!

To everything there are two sides. And both sides are supported by sincere men, and both sides are supported by crooked men.

The crooked men who support the "No Criticism" campaign are in two classes. The first are the men in Congress, who, wishing to curry favor with the President, hurl abuse of any kind that is handy at any suggestion or at any truth told to help America win the war or to prevent America from changing her essential character. The abuse that was handy at first was the empty charge of pro-Germanism. The next abuse was of the charge that a man with an idea and the courage to state it was not "standing behind the President"—a standing which is excellent when the President is right, and only adds to the error of the Administration when the Administration is wrong.

I spent the winter in Washington in war work and I am familiar with the amusement which these tactics caused among Government officials, correspondents and other wise observers who laughed regardless of their party sympathies because the drugging of honest opposi-

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# War: America's Giant Industry

By ROBERT M. McBRIDE

Part II

LAST week I briefly outlined some of the activities at one of our ports in France. There is another port where everything is done on the same great scale. I went out and saw the mile of concrete docks in the process of erection, the negro stevedores from the South, and the same mammoth array of warehouses, storehouses, machine shops, camps, hospitals, railroad yards, forage camps and everything one could possibly imagine to be necessary—in fact ten times as much as the average civilian would dream of being necessary for the conduct of war.

The camp kitchens were as spotless as a model kitchen at a food show. It was about noon when I was there. I asked the colonel how many men he fed there.

"Eight hundred. Won't you stop and watch the process?"

"Sorry," I said, "but I haven't time to wait and see eight hundred men served with dinner—"

"It takes exactly eight minutes," said the colonel.

I stopped to watch it.

The line formed quickly. Each stevedore had a plate, a saucer and a cup, with spoon, that he had picked up before getting into line. There were great cauldrons which, when opened, gave forth a most appetizing odor.

"U-m-m-m!"

"A-h-h-h!"

"Oh boy!"

These and sundry other exclamations of delight from

"Fine, thank you," I said to one shy little girl who shouted this to me.

"Thatta boy," she said, with a sweet smile. The child was certain that she had replied in a most polite and proper manner, for was it not a much-used expression of the soldiers from *les Etats Unis*?

For hundreds of miles through France, along these converging lines that make the great S. O. S. fan, we met hundreds, even thousands, of Americans, soldiers for the front lines and soldiers for engineering and a hundred and one other duties back of the line. All of this army traffic is carefully regulated by the Military Police of our Expeditionary Forces. They are at all railroad stations, and if you are wearing the uniform of Uncle Sam they check you into each town and check you out, taking your pedigree as you come and go. No aimless American

travels of the French operators, or their broken English. "What eet ees you weesh?" and the terrible long waits, nearly drove our men frantic. Then, one day, not very long ago, a very busy brigadier-general took up the line, with a groan at the difficulties and delays he expected before getting into touch with his party. From the receiver in clear, bright tones, yet in the voice with a smile, came the query: "Number, please?" The general was so delighted that he shouted "Thank God!" Even the telephone girl laughed at this. Now they are there in force at the busy central offices. They speak French as well as English for the most part, and they have speeded up the telephone communication, according to



Workshop and reception park of motor mechanics, quartermaster's corps, at a base behind the lines. France is now dotted with "service" stations for army cars, a real automobile invasion.

the hungry stevedores as they also got the odors of the wholesome food.

Clever servers stood at each cauldron. At a signal the men moved forward. Each was given a generous helping of beef stew, coffee and dessert. Receiving this the man passed into the mess tent, sat down and ate it, and if he didn't have enough all that he had to do was to go around in line and get another helping. There was no limit; the men might have two or twenty helpings—the only rule being that they eat it.

In a few seconds less than the eight minutes those eight hundred men had been served and were inside the great tent, eating.

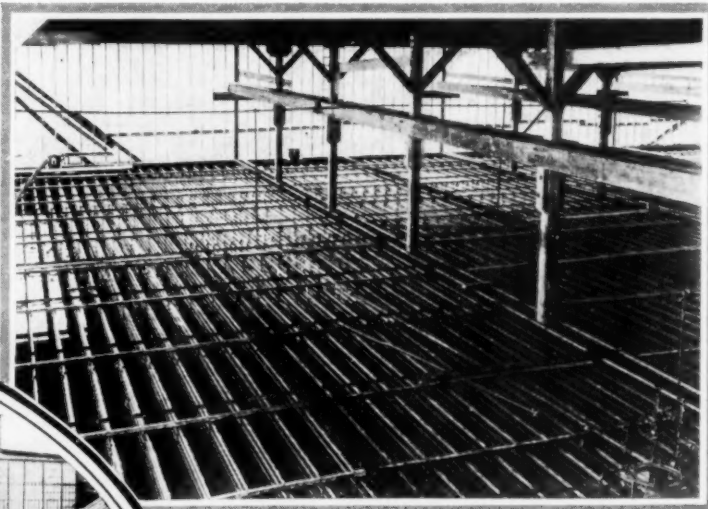
From these two widely separated ports that I have described our lines converge toward the center of France, toward the fighting front. On the way, at a beautiful old town, is located the staff headquarters of the S. O. S. of the American armies. Here in buildings that were formerly French barracks is quartered a staff that is now made up of a personnel much larger than was the entire staff of our War Department in Washington before the war. This old city is now almost an American town. The youngsters of the town are learning English rapidly.

"Bon jour, Mister, how do?" they will shout at you.

soldier can get about in that country, not even a mile. You are always under the sleepless eye of the provost marshal.

Our American forces have already built across France a greater and more efficient system of telephone and telegraph service than exists either in Italy or Spain. The French service before the war was inadequate. How, then, could we hope to use it? So we have our own wires, and string, not on their poles, but on poles of our own, offices of our own, with switchboards of our own and—greatest joy of all—operated by hello girls of our own! We have put up along our lines of communication in that fan-shaped territory of ours in France seventy-five thousand miles of wire—enough to circle the earth three times!

At the beginning the drawled "Are you there?" of the English operators, or the even more leisurely "Que voulez-



A freezing room of the world's largest ice and cold storage plant recently constructed in France for the American army.

the solemn statement made to me by a certain major, "fully fifty per cent."

Further along the converging line toward the front I visited a storage yard with a refrigerating plant nearing completion. It will be one of the largest refrigerating plants in the world. This is near to the apex of our "fan," not far from the front, and this plant will be the main station for our army beef and other perishables. To be exact, this plant is in the middle of the intermediate zone, on a field six miles long and as level as a billiard table—also as green, when I saw it in the brilliant summer growth of grass. This six miles will be crowded with



Just a small part of the bread for one regiment for one day. This white bread is the pride of the army cook. Our men now get the best bread served to any persons in the world.

warehouses, and the railroad tracks that will run web-like around, through and in between them, will be equal in length to a single track between New York and Boston.

Near here on another great level field are immense buildings and shops going up for the assembling of our aircraft. It hadn't arrived to be assembled when I was there, but it was on the way and our army is ever optimistic. And beyond this location for the assembling

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# The Roll of Honor



Lieut. Newell W. Rogers, New York City, killed when his airplane took a nose dive at Chanute Field, Rantoul, Ill., recently.



Lieut. A. H. Santos, of Baltimore, Md., killed in an airplane accident at Brooks Field, July 15, while making a trial landing.



Lieut.-Col. Clark R. Elliott, U. S. Infantry, of Springfield, Mass., killed leading his men in action in France. He was 46 years old.



Capt. James N. C. Richards, of Sewanee, Tenn., killed by shell fire in action in France. A member of the first contingent to sail.



Lieut. R. W. Patterson, of Mineola, N. Y., killed at Memphis Field, Tenn., after losing control of his airplane 2,000 feet in the air.



Byrl E. Sylvester, of Plainview, Minn., killed in hydro-airplane accident at Pensacola, Fla. He had served previously in France.



Major James B. Nalle, U. S. Infantry, of Washington, D. C., killed in action in France. Age 39. In the regular army for 17 years.



Miles A. Suarez, of the U. S. Ambulance Service, killed on duty on the Marne. He lived in Orange, N. J., and was 25 years old.



Lieut. George B. McCoy, U. S. Infantry, son of Judge W. I. McCoy, Washington, D. C., killed in action in France, near Rheims.



Lieut. Edwin Llewellyn Jones, 27 years old, of Oconomowoc, Wis., died from wounds received in action. A machine-gun battalion officer.



Major James A. McKenna, Jr., 165th U. S. Infantry, New York, killed in action in the battle of Villers-sur-Fere. A famous athlete.



Lieut. Byron H. Mchl, of Leavenworth, Kan., killed in action while serving with his battery of Field Artillery near Rheims, recently.



Lieut. William E. Taylor, of Los Angeles, Cal., killed in France while serving with the Royal Flying Corps in bombing work.



Lieut. Robert O. Burdy, Jr., of Sumter, S. C., U. S. Infantry, killed in action while gallantly leading his men on the Marne.



Lieut. Jas. E. Duke, Jr., Washington, D. C., missing in action after a hard-fought battle of Soissons. He is believed to be dead.



Capt. Howard C. McCall, of Philadelphia, Pa., killed in action while gallantly leading his men in a recent battle in France.



Lieut. H. C. Noble, of York, Pa., killed in an airplane accident at Chanute Field, Rantoul, Ill., June 28, 1918, while instructing pupils.



Capt. John T. Bossi, 28 years old, of Arkansas City, Kansas, machine-gun battalion, who died from wounds received in action.



Lieut. Harold Van Allen Bealer, of Easton, Pa., died in England from wounds received while serving with the Black Watch.



Lieut. Wm. L. Carson, of Hood River, Oregon, killed when his airplane fell in a forest at Fort Sill, Okla., in course of a long flight.

## Norman Hapgood's Page

On this page Mr. Hapgood presents bi-weekly his views of public events, public men and social and political tendencies of the times. Quite often Mr. Hapgood's opinions



may differ widely from those of the editor of Leslie's, so by mutual consent he and the editor of Leslie's "disclaim all responsibility" for each other's expression of opinion.

### Enlightened Conservatism

THE following words appeared in the *Indiana Daily Times*, of Indianapolis:

Norman Hapgood is editing a page in *LESLIE'S WEEKLY*. Shades of conservatism! What a wild innovation profanes the perfectly sane and safe pages of our dearest publication! And yet, an innovation of some significance and one which, regardless of our estimation of Mr. Hapgood and our attitude toward his mental reactions, suggests the hope that there is dawning in the United States an age of such tolerance as will open the pages of publications to both sides of the questions of the day. . . . With so eminent a publication as *LESLIE'S* showing the way perhaps the time will presently be when the magazine and daily press of the country will have the courage, fairness and good sense to open their pages to the other side of the question—a policy the *Times* has endeavored to follow from its first issue.

In the last few years many liberal publications have ceased to exist, and others have ceased to be liberal. From this tendency some of my friends have reached the conclusion that we face a return of the pamphlet age. What the *Times* points out is another possibility: the co-operation of conservatism itself in the expression of liberalism. That periodicals should tend to become more conservative as they become larger business enterprises is a natural law. Conservatism itself, however, may be either unenlightened or enlightened. If unenlightened, it will fight new ideas blindly, bitterly. If enlightened, it may co-operate with the liberals, as the constructive and safe way of thwarting the unwise extremists. Nothing is dangerous that is freely and fully expressed. The intelligent conservative sees that radicalism is a needed element in progress. Lord Robert Cecil has been quoted as saying, "practical men never accomplish anything." Nobody alive has been called unpractical more often than the Welsh solicitor now running the British Empire. Almost a dictator in France is an author and journalist who has spent most of his long life in free-lance criticism. The professor at the head of the United States was, while Governor and during several years of his Presidency, a target for that word unpractical; scarcely less so was his most effective cabinet officer, the Secretary of the Treasury. The word is nearly useless, because it has been so long employed to chloroform daring and intelligence. If our trained minds—business men, lawyers, professors—help in bringing about required changes, we can save individualism; save what we love in it. If the trained minds blindly oppose, changes will nevertheless come, but in shapes rough and unfair.

### Who Is Mr. Angell?

A BRITISH philosopher pointed out that most men would rather die than think. To my mind, Norman Angell has one genuine element of greatness. He is able to deal powerfully with the most pressing question confronting the world. Unfortunately his influence is on a limited number, for his reasoning is close, and his style not easy. Ever since the publication of his volume, "The Great Illusion," the headlines have busily misled the world about his doctrines.

In 1917 I was lunching with two of the most influential statesmen in the world. They thought Angell was a pacifist, and spoke of him severely. "On the contrary," I said, "no one Englishman has accomplished so much toward bringing America into the war. No one Englishman has brought home so powerfully to leaders of American thought the shallowness and unfairness of neutrality, and none has shown so clearly the grounds on which the United States should enter." This was three months before we actually did enter, and I gave some inside illustrations of Angell's quiet influence. "That may be," said the two polite statesmen, "but he has said some very foolish things." It was not my rôle to push the argument, but I knew he had not said the foolish things. The headlines and editorial critics had read the foolish interpretations into his writings. A few months later the British censor stopped an article of Angell's, intended for America. Parliament being still free, a member inquired why this was done. Mr. Bonar Law tied himself up in knots, trying to explain, and failed. The result was that Mr. Angell got the passports for America that had been long refused, and the British propaganda department gave him its

blessing. Politically the British are the most open-minded people on the earth—which is not saying much.

Which is the most important book published since the war began? The volume I should place first is put there not for its literary merit, since it is difficult to read; nor for its popularity, since it tells how thinking can promote the ends of victory. It is Angell's "The Political Conditions of Allied Success," published by G. P. Putnam's Sons, New York. I put it first because it is the most convincing statement there is anywhere of how to make permanent the fruits of an Allied victory. If you hate to consider that subject, faithfully and deeply, in 350 pages, don't get the volume. Your \$1.50 (by mail \$1.65) will be wasted.

### An Issue in 1920

MR. ANGELL, insisting on looking ahead, sees clearly an issue in 1920. Read pages 165-177, only do it when you are awake. Mr. Angell states one of Colonel Roosevelt's leading issues for 1920 and answers it. He answers it completely, destructively, yet it is going to be no joke to make the points clear to the mob. The mob can follow the Colonel's reasoning much more easily. The Colonel's position is: "Belgium was invaded. Therefore treaties are no good. Treaties are for mollycoddles. Down with the League of Nations. Up with big armaments. Make our armament big enough and there will be no war. If there is God will be mit uns." To take such a position is, as Mr. Angell says, "to abandon the whole purpose and justification of the war, a craven admission of most complete defeat." It is to accept Prussia's test. Any one who says there is another way is a weakling and a scoundrel. Probably there will be a peace-settlement before November, 1920. If the President has his way, the future will then be based on a community of interests and a guarantee by collective force, not by each individual nation's force. The opposition will say: "Nothing to it. The big stick is everything. To submit the interests of the United States of America to a League of Nations is poltroonism. It is not real-blood stuff." The answer is simple, but to most people incomprehensible, because most people have no power of sustained attention. A League of Nations implies force, but establishes community control of it, and requires trust. Simple, yes, but can it stand against the noisy heroism of the age-long phrases? For it is to be the old, old song. And the sad part of it is that to believe a thing hopeless is to make it so. If nobody trusted to police protection there would be no police protection. If nobody trusted courts private murder would remain respectable. As Blake says:

If the Sun and Moon should Doubt  
They'd immediately Go Out.

Perhaps the most convincing modern essay on the creative power of belief is William James's "The Will to Believe." He has a climber in the Alps come suddenly to a chasm. Confidence nerves his feet. He makes the jump successfully. Or he trembles, disbelieves, and hesitates. He jumps and falls. "Believe, and you shall be right, for you shall save yourself; doubt, and you shall again be right, for you shall perish."

Mr. Angell gives plenty of illustrations of how the doctrines of Frederick the Great, Napoleon, and Col. Roosevelt have worked in the past. Prussia's population was cut in half by the 30-years war. Nearly two centuries later Napoleon destroyed her army, took an indemnity, occupied her territory until the indemnity was paid, stripped her of nearly half her population and area, made a buffer state of Westphalia, and limited her army to 32,000 men. About five years later Prussia took an important part in the destruction of Napoleon. Bismarck was smarter in a material sense than anybody alive today. He thought he had finished up France. But he hadn't. These things can not be done. England looked upon Russia as the great menace for most of the last half of the 19th century. She fought the Crimean war to protect Turkey, and Disraeli took the lead in putting German princes on the Balkan thrones. This method is folly: complete, proved, and empty. As Mr. Wilson says, the task of creating another kind of safety is "unprecedented." Unprecedented, yes; but it must be done and, God willing, it shall be done.

### What Did He Mean?

THE United States is the only power in the war in which the most powerful leader out of office feels free to conduct a persistent and virulent campaign against the chief of state. The type of opposition is Asquith, standing sturdily by his rival. The fate of ruthlessly dissenting leaders is that of Caillaux, now in jail. One thing that interested me in Colonel Roosevelt's attempted explanation of his Belgium record was this: (See *LESLIE'S WEEKLY*, p. 811). "I got hold of the Hague conventions and read them through in full, and I became convinced that President Wilson had with unworthy timidity failed to act as he ought to have acted under those conventions." I thought I knew the conventions pretty well, but I read them again. I can find nothing referring with satisfying directness to such a case as the invasion of 1914, but I do find this: "Nothing contained in this convention shall be so construed as to require the United States of America to depart from its traditional policy of not intruding upon, interfering with, or entangling itself in the political questions or internal administration of any foreign state." Who was President of the United States when this principle was last affirmed in 1907? Did that distinguished President read the conventions at the time? If so what new point did he discover in the perusal to which his *LESLIE'S* apologia refers?

### Soldiers of Freedom

THE dauntless fighting of our soldiers may remind us of the most famous funeral oration in all literature: that tribute which, according to Thucydides, was delivered by Pericles over the Athenian dead. The orator describes the liberality of Athens, the free opportunities she offers to strangers, the lack of precautions against spies. Compared with the Spartans, the Athenians led far from strenuous lives. "We are determined to meet our perils with light hearts, rather than after toilsome training, and with a valor based on character rather than on compulsion." The Athenians are not always anticipating trouble, "and yet when we face a crisis we show ourselves no whit less daring than those who are forever enduring hardships." May we not take for our own young men some of this high praise, given by its greatest ruler to the most gifted people that has ever existed? And Pericles says something also that we may take for the Wilsonian diplomacy: that of Athens included no deceit. It proceeded "not by receiving benefits, but by conferring them." There is no sign that the United States can ever rival Greece in architecture, sculpture, and philosophy. Perhaps we can set a high-water mark in national ethics.

### Marraines

OUR war department, in stopping the correspondence of soldiers with strangers, had excellent reasons. The institution of godmothers does have the dangers that were pointed out, and in our army the need is lacking. But conditions are not everywhere the same. A Belgian officer told me that 10,000 extra marraines would make an essential difference in the morale of the lonely little Belgian army, many of whose members, shut off for four years from their families, feel wholly friendless in the world. In England the practice never became as popular as in France, the home of amiable gallantry. I doubt if the French army will ever take this diversion from its not over-amused soldiers. Somebody called France a "light-hearted heroine of tragic history." I have kept some advertisements for godmothers, printed in *la Vie Parisienne*. One reads: "A young infantry officer wants a marraine from Paris or Marseilles. She should be young, distinguished, full of sentiment." An aviator, describing himself as "tall, dark and melancholy," seeks a godmother who is pretty and tender-hearted. The French love to sum up character briefly. Four subofficers say they count 92 years for the four; that Maurice is an athlete, Robert an artist, James a student, and George a gay skeptic. One asks for a correspondent who is slightly high-brow. No people equals the French in the sport of the intellect. No, it would not be like France to abandon her marraines.



# The Red Badge of Service

By WILLIAM H. CRAWFORD

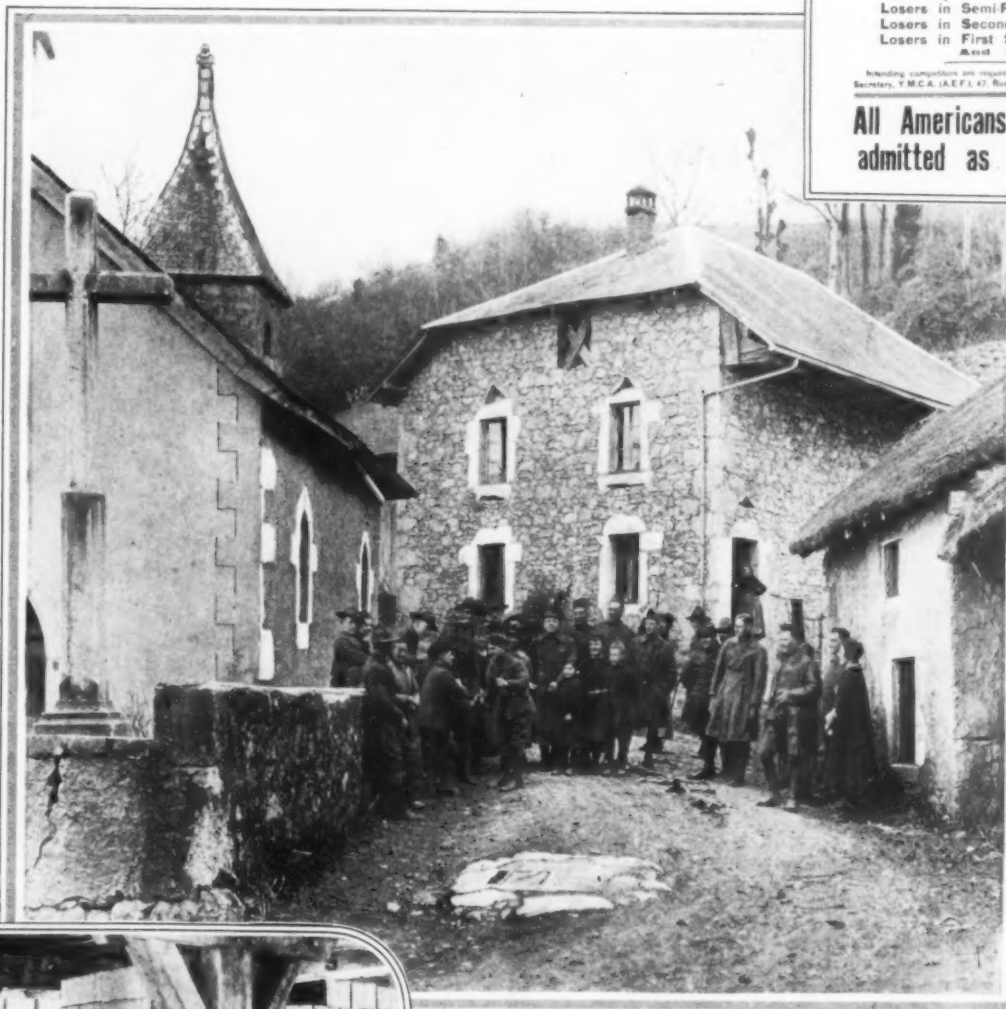
"SO you want my opinion of the work that the Y. M. C. A. is doing in France? To begin with please call it the 'Y.' The Y. M. C. A. has been broadened out by the war, far beyond a sectarian body. We are working for the betterment of our soldiers, caring for their health and happiness regardless of religion, color or creed. The Jew, the Mohammedan, the Hindu, are all equally welcome, equally cared for, and equally free from any efforts to Christianize them. The 'Y' teaches Christianity in mass, only by example. And the great work which it is doing so nobly is being a big brother, friend, confidant, helper and guide to the boys in France."

The speaker was Mr. Herbert L. Pratt, Vice-President of the Standard Oil Company of New York, who has just returned from an inspection of the war work of the Y. M. C. A. in France.

"The 'Y' has 606 hotels, warehouses, wooden huts and canvas tents utilized in its work with the American Expeditionary Forces," Mr. Pratt continued. "They range in size and importance from the famous Richmond and Garibaldi hotels in Paris, which are fitted up in the most approved fashion for the comfort, entertainment and amusement of the American boys, on down to dismantled breweries, stables, cow barns, circus tents and cellars in ruined buildings from fifteen to twenty feet in size. Two of the most interesting are, first, part of the barracks built by Napoleon at Brest, where the Little Corporal housed his glorious army and where he made several visits to inspect the condition of his men and to look after their welfare. Two of the buildings have been given to the American 'Y' to be used as a rendezvous for the American soldiers. The other is a wine shop near the front line on the walls of which still remain the painted signs advertising wines, liqueurs and dances, indiscriminately mixed with advertisements of 'Y' activities. Permitting these signs to remain was a splendid idea. Frenchmen from their youth up have been accustomed to drinking wine and visiting places of amusement, and they are much delighted to see that the 'Y' respects their customs. The dance hall is now filled with billiard-

tables and writing-desks, checker-boards, books and other 'Y' paraphernalia. Phonographs are grinding out popular airs in place of the French musicians who once played for the dance.

"The theater in the rear, in which but a few months ago shows were put on that would have made the Bowery of forty years ago blush, is now used for improvised minstrel shows, mock trials and musical acts. The program often includes real stars of the theatrical firmament. Patriotic stage folk have volunteered to go to France to amuse and entertain the soldiers and they appear in the 'Y' huts and tents. Besides, there have been quite a number of professionals drafted into the army. These men have volunteered to give their services at the 'Y' entertainments, providing free shows for the boys that would have cost them several dollars on Broadway. The cellar is still partly filled with old wine bottles, shoved into a corner to make room



The billet of a group of Y. M. C. A. workers in a small town back of the front in France. Among these in the street are officers and soldiers, ambulance drivers, Y. M. C. A. workers, French peasant women and children. The village church stands at the left. Note the splendid roadbed.

for cigarettes, cigars, plug tobacco, candy, dates, figs, chocolate and other things that the boys want.

"Another place of extreme interest is the château at Brest, that historical old French city founded by the Phenicians several hundred years before Christ, but today the largest port of debarkation in France. This château was built by Caesar and is still in an excellent state of preservation. It is surrounded by a beautiful, well kept park and is one of the show places in France. When the 'Y' desired to open a hut for the sailors it was unable to secure proper building accommodations. It appealed to

man in American uniform. This is one of their most exclusive organizations and shows the spirit of friendship and hospitality felt by the Englishmen for Americans. Wednesday night is now known as America's night. Fine boxing bouts and other events are staged for the benefit of our boys. They mingle with the most prominent men in England—dukes and lords and admirals are the hosts of the Yank and nothing is too good for him. I attended a meeting of the club at which Admiral Sims, General Biddle, Lord Beaversfield and Lord Cholmondeley were present. These meets are conducted under the joint supervision of the British Hospitality League and the 'Y'. Lord Beaversfield is chairman of the committee and devotes a large portion of his time to preparing entertainments for our soldiers.

"One of the principal difficulties in erecting 'Y'

Continued on page 356

## NATIONAL SPORTING CLUB

KING STREET, COVENT GARDEN, LONDON, W.C.

### AMERICAN EXPEDITIONARY FORCES BOXING COMPETITIONS

UNDER THE AUSPICES OF THE Y.M.C.A. (A.E.F.)

COMPETITIONS WILL TAKE PLACE ON THE FOLLOWING DATES, commencing at 7 p.m.

WEDNESDAY, 22nd MAY,	
LIGHTWEIGHTS	135 lbs.
29th MAY,	
WELTERWEIGHTS	147 lbs.
5th JUNE,	
MIDDLEWEIGHTS	160 lbs.
12th JUNE,	
LIGHT HEAVYWEIGHTS	175 lbs.
19th JUNE,	
HEAVYWEIGHTS (Any weight).	

Competitions limited to 16 Competitors.

#### PRIZES.

Winner	Medal and £5
Runner-up	£2
Losers in Semi-Finals	£1
Losers in Second Series	15s.
Losers in First Series	7s. 6d.
And Stationery Prizes.	

Aspiring competitors are requested to send their names to Mr. F. W. DIXON, Athletic Secretary, Y.M.C.A. (A.E.F.), 47, Russell Square, London, W.C.

All Americans in uniform will be admitted as guests of the Club.

The British Tommy and the Yank in London get a chance to see a bit of boxing now and then.

the Mayor and Council for permission to put up a structure on the grounds, but that body was horrified at even the suggestion of such a sacrilege. Admiral Wilson, American, put the matter up to Admiral Moreau, the French commander of the port. The latter commandeered the château for war purposes and turned it over to the American 'Y' for sailors. Today you will find thousands of Jackies in the park and in the 'Y' huts writing their letters home, buying their cigarettes, attending the musicals and thoroughly enjoying the hospitality of the 'Y'.

"Good work is also being done in England, as is evidenced by an Army Officers 'Y' group of buildings in the St. James Park, which is continually thronged with American officers.

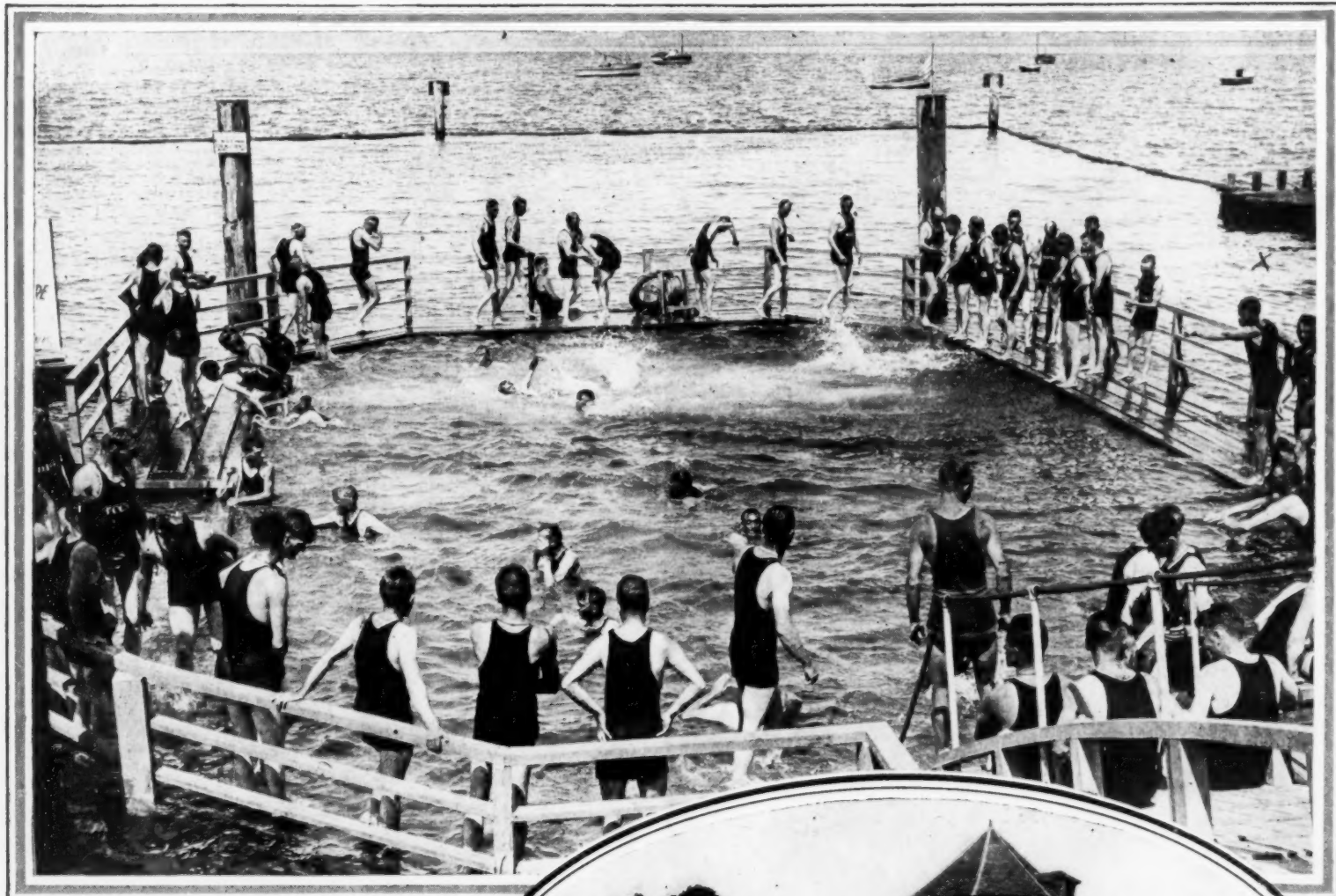
"One of the best things that have been done in Great Britain for our soldier boys is the opening of the National Sporting Club on every Wednesday night to any



The warehouse of a Y. M. C. A. hut in France. The boxes in the great stock, contain crackers always acceptable to the soldiers back from fighting. The soldiers of our Allies are often astonished at the vast varieties of the food supplies furnished to our men by the army and the auxiliaries.



# They Don't Fight All *the* Time



Many a soldier is better physically for learning to swim. George H. Corsan, famous swimmer, now doing Y. M. C. A. work, is instructing a class above at the War Camp Community Service plunge in San Diego Bay, Cal. In San Diego the Community Service and Y. M. C. A. cooperate closely.



Few photographs show the living conditions of French and American soldiers better than this picture of a French farm and yard which have been turned into a regimental camp. Camions, kitchen cars, field officers' automobiles, and supply wagons of all kinds are parked in an orderly manner in the temporary camp.



The London Scottish marching to the trenches to get in the recent big drive against the Hun.

# With the Heroes of Noble Italy

Photographs by JAMES H. HARE, Staff War Photographer



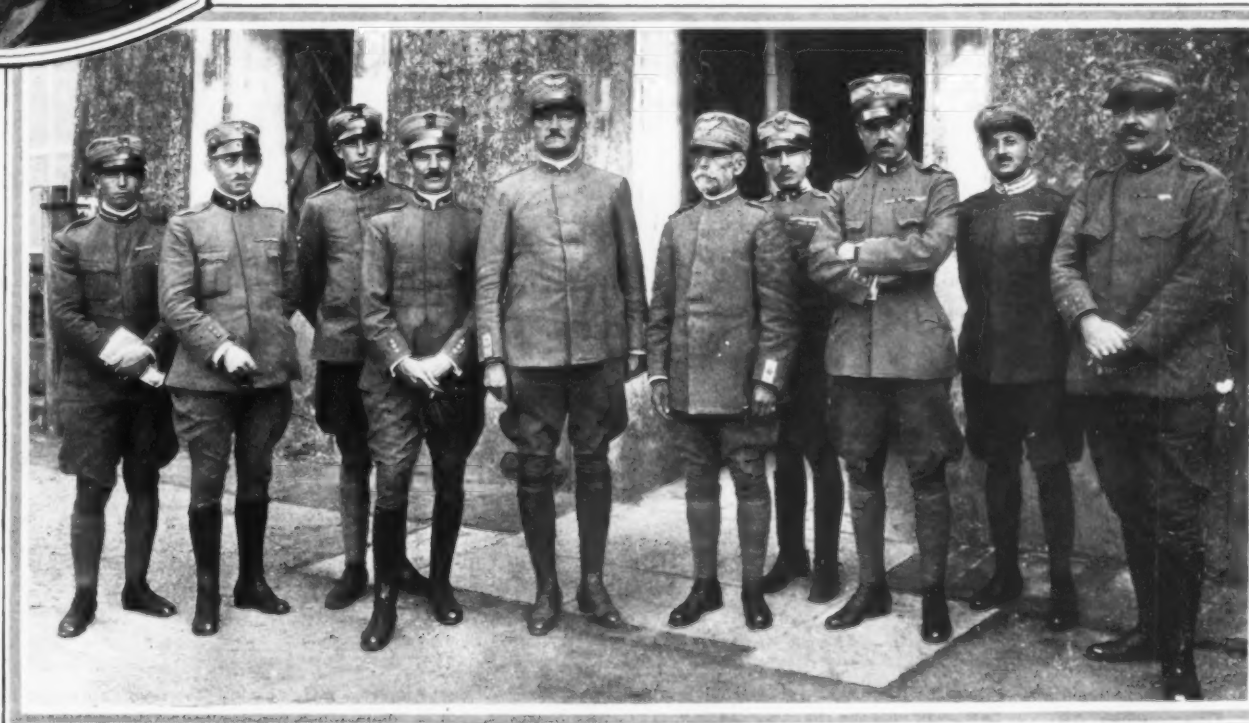
The King of Italy reviews his legions on the Piave battlefield. The king followed by his staff passes down the line, General Diaz, commander-in-chief, at his left. General Zupelli, Italian minister of war, is the tall officer behind General Diaz. The troops comprise the men of the Sixth Army which so successfully defended the Asiago plateau this spring and summer.



Bringing the pontoons to the Piave. These broad flat boats of sheet steel form, when properly laid, a bridge over which all but the heaviest of artillery may pass. Only a direct hit by a big shell can wreck the structure, but concentration of fire is often severe.

General Eben Swift, formerly commander of the United States troops in Italy, on July 4, the day of the review by the king. General Swift has made a splendid record in the war and is looked upon as one of America's most capable officers. He is now in service in France.

General Caviglia, commander of the Army of the Montello, surrounded by his staff. The splendid bearing and strong, handsome features of the Italian officers arouse universal admiration wherever they are seen.





# American Congressmen Review

Photographs by JAMES H. HAN



The king of Italy reviewed the troops of the Third Army on July 24, taking to the field as his guests the Congressional committee which has been visiting the Allied countries this summer. After the review medals were distributed to men who had markedly distinguished themselves. Above a cyclist brigade is passing in review.

Members of the Congressional committee at the review. At the right is Mrs. Camera, an American, who as head of a "poste di ristoro," rest post, at Treviso, has done splendid work for the Italian soldiers. Colonel Buckley, the American military attaché in Italy, stands on steps at the left.



The king and General D. front of one of Italy's most. Low overhead hang an o.



The rapid-fire guns, which have made the Alps unhealthy for Austrians on more than one occasion, pass the stand. Note the heavy ammunition

supply on each mule's back. These guns are drawn by one or two mules, but the ammunition requires many animals for each gun. A splendid unit.

# ew the Men of Italy's Third Army

IES HARE, Staff War Photographer



A regiment of Italian lancers passes the king. These men, famous for their horsemanship, have particularly distinguished themselves at critical moments by their dash and energy in riding down Austrian infantry. On more than one occasion they have charged field artillery, and many a regiment has won itself an undying name by its sacrifice in a forlorn hope.



Colonel Buckey, the United States military attaché, presents the visiting Congressmen to the king.

and Gen. Diaz pass along the  
e of Italy's most famous regiments.  
lead hand an observation balloon.



The armored cars pass in review. Note the wire-cutters across the front of each and the spare wheel with tire all mounted. A machine-gun

is mounted on the top of each car. Though effective along good highways the armored car lacks the adaptability of the more powerful heavy tank.





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## Don't Let That Tread-Cut Ruin Your Tire

Fill it with Goodyear Tire Putty now, and save yourself money and mileage

THE neglected tread-cut is one of the most frequent sources of tire ruin. Small at the start, it grows swiftly if left uncared for, allows dirt and water to reach the carcass, greatly shortening the tire's life. Goodyear Tire Putty is a soft, pliable gum especially designed for the effective repair of tread-cuts and similar tire injuries. It dries quickly when applied, it is extremely resilient and elastic; it keeps foreign matter out of the tire and mileage in. Always have a can of Goodyear Tire Putty handy to use when your tires need it. It costs little and saves much. Remember the last thousand miles are the cheapest.

The Goodyear Tire-Saver Kit is an assortment of the most needed tire accessories handily arranged in a compact package. Your car should carry one.

**GOOD YEAR**  
TIRE SAVERS

of our aircraft is the largest aviation school in the world, in extent one hundred square miles! There are many training schools in France for American aviators. We are turning them out in quantities that I would like to name, just to include in this article the most astonishing statement of all, but it is not permissible at this time to give the number. But this vast aerodrome is the great-granddaddy of them all. It has eight separate schools, with barracks, storehouses, machine shops, circus-tent-like hangars, canteens and everything necessary from the ground schools where the students learn the rudimentary principles in machines with clipped wings to the finished product where the students do the tail spin and the slide slip and the half roll, preparing for the time when, for recreation, they will scoot over the lines, chase and bring down a few enemy Fokkers; and fly back again for dinner.

One of the things that augur well for the future of our army operations is the fact that in America we have the finest material in the world for successful birdmen. I am one of the many who believe confidently that the war can be won in the air. Already, with only a slight preponderance of aircraft, the Allied airmen are making some of the German cities back of the line very uncomfortable places of residence. A few of these cities on the Rhine have already petitioned their Government to enter into negotiations with the British, through a neutral country, with view to a mutual agreement to refrain from bombing undefended cities. A pretty spirit after three years of murder of women and children in London, Paris and elsewhere.

With an overwhelming air force visiting the chief German cities nightly, it should be a relatively easy task to make these towns untenable. Striking thus at the heart of the civilian population, which is not so inured to hardships as the military and not as long-suffering, an end could be brought to the war in far quicker time than by the slow process of nibbling away at the German line with infantry and artillery.

I talked to Major Raoul Lufberry about this shortly before his death. I found him at one of our fields at the front, a member of the first purely American air squadrons organized since we entered the war.

"How many planes do you consider that it would take to establish a satisfactory superiority and be an effective force for victory?" I asked him.

"At least five thousand combat planes and ten thousand bombing machines," he replied.

I went to one of the advance flying schools in England to be the guest of one of the officers who is in some ways the foremost authority on aviation in the Royal Flying Corps.

"When you go back," he charged me, "send over all the men you can for us to train, because they are incomparable as flying men. They are as keen as bloodhounds. They have a nose for this kind of thing."

A few minutes later I was chatting with this officer in his office when the door opened and a young American lieutenant entered and stood stiffly at attention. Saluting smartly he said, "Sir, I want to ask if I may have an extra hour gunnery practice a day."

"You're getting the usual schooling in this work, I suppose," remarked the captain.

"Yes, sir," he replied, "but I want more. I want to master it thoroughly."

When the young student went out the officer turned to me and said, "That is what I mean. Your men are not content just to squeeze through the training and get their wings, but they are eager to become proficient in every detail and be masters of the art. They're as keen as mustard."

I had seen evidence of this a few days before at one of our fields in France. The alert signal had come in from the French batteries on the hill overlooking the line.

## War: America's Giant Industry

Continued from page 346

Two of our boys immediately got into the air and engaged two Germans who were, even then, just arriving at the edge of the field. The Americans opened fire. Almost before it began the battle was over with both of the enemy craft hurtling to earth. Within seven minutes from the moment of leaving our men were back on the ground!

With considerably more than a thousand locomotives and fifteen thousand standard-gauge freight cars in service, which we shall have this summer, it becomes necessary to have a locomotive repair plant and car repair yards. We're putting up a big concrete structure in the center of the intermediate zone, perhaps seventy-five miles beyond this flying-field. It is on the outskirts of a considerable city, where we are building a railroad cut-off of five miles to save hauling our cars on the existing tracks which encircle the city. The repair shops will employ, when completed, fifteen hundred men in the engine works and six hundred in the car repair yards. The capacity of the plant will be more than a thousand locomotives a year, and the car yards which cover acres will be able to take care of all the invalided freight cars in use. In this same town is located the army's largest Signal Service supply warehouse, a battery-charging depot and a commissary warehouse that handles sixteen carloads of supplies a day.

From here the line drives through the vineyards of old Burgundy, through many a town made famous for its wine, and past more than one close known all over the world for its incomparable vintage. In one of these remote villages we are building a hospital of more than 10,000 beds housed in a hundred buildings. We have taken over some of the big health resort hotels, leased and enlarged existing French hospitals, and are constructing, from the ground up, infirmaries with as many as 20,000 beds.

There's a fine old city further on, pierced by our line of communications, rich in romantic and historic interest, that I may not identify with any more detailed description, where we have a great bakery and a camouflage plant. We've got an indoor baking establishment there that turns out 40,000 pounds of bread a day, and some busy field ovens that are capable of bringing up the total production of the staff of life to 180,000 pounds a day.

I found a lieutenant in charge of the indoor bakery who talked about the baking of bread with the same familiarity that an artillery officer talks about gunnery.

"You seem familiar with bakeries," I remarked to this very soldierly looking officer.

"I am," he replied, "I ran a baking establishment in Washington before the war. I'm applying that knowledge to my present job."

The place was as clean as a hospital kitchen, the plant was logically laid out, there was good discipline despite constant hustle. Efficiency stuck out all over the place. With this eager and energetic young officer, I had an opportunity to go all through the works and see how Uncle Sam's boys were provisioned. It was inspiring to see the active way in which the men tackled this rather prosaic and commonplace job. They knew that baking bread was as important a task as going over top; they had read what Napoleon said the about an army fighting on its stomach.

This white bread looked tantalizingly good as it came hot from the oven, and as I remembered the dark bread of mixed flour I had been eating and looked forward to eating at the hotels along the way, I became covetous. So I grew demonstratively enthusiastic over the product and remarked quite by chance that I was dining with General R—that night at the hotel and I was sure that his mouth would water when he heard about these delicious

fresh loaves. This remark had the much-desired effect and I bore away a four-pound loaf, a surprising percentage of which was consumed a few hours later by a general, two majors and a plain mister.

To the left of the road in the outskirts of this ancient city was the field bakery with its row of ovens. It was out in the open surrounded in wet weather by a sea of mud. The bread is mixed and the dough kneaded in long bungalow-like structures and passed across cinder-covered paths to the ovens. When sufficiently cooked the large flat army loaves are carried across other paths to more low wooden buildings with earthen floors where it is placed in racks to age, for it is not sent out newly made. Four days later it is considered to be in shipping condition. How it did rain that day and how my admiration for the army bakers rose as they avoided the mud and so maneuvered that the bread suffered not a bit from the mud and rain to which it was temporarily exposed.

In a little office of a small unpainted shack on the edge of the advance zone sits a youngish colonel who talks to you affably between frequent telephone calls. In the outer office the telegraph instrument's click continuously, rapping out dots and dashes that insure for the lads at the firing-line a plentiful supply of food and equipment. This quiet man with a head for figures is the chief officer of the regulating station which handles all the supplies for the front. He is the focal point of the American forces in France, he is one of the half dozen officers perhaps who know day by day the number of troops at the front and their numerical disposition, he is one of the few officers who by neglect could crumple up our entire fighting force by simply withholding supplies or routing them in the wrong directions, as was done in Russia when the paid agents of Germany high up in the Quartermaster's Department purposely shunted food and materials in their reverse ways, sending ammunition where food was wanted and clothing where guns were urgently required. From our ports on the coast and supply bases inland are sent forward along the railroad lines food and equipment which converge at the regulating station, there to be tagged and despatched in proper quantities to the various divisions on the line.

"I'm afraid I haven't anything exciting to show you here, compared with what the boys at the front can set up for you," said the colonel.

"You can drive down through the yards if you don't mind the mud, but you can get a pretty good view of things from here," he continued, as we stepped outside into the sunshine.

Before us lay the yard still in the process of making. Down into a hollow in solid array and clambering up the rising ground opposite, a quarter of a mile or more away, were the warehouses of the regulating yards. Already forty miles of standard-gauge railroad track had been laid and locomotives were screeching and shunting around freight cars, making up trains that in a few minutes or a few hours would be on their way to the front. In this yard can be stored five million rations.

North of this point, and of course nearer the front, there is a wonderful old town set on a hill, containing all the atmosphere of medieval days. Here I saw the most peaceful thing in France, except it be the placid, slow-moving Germans in captivity working back of the lines. It was the pigeon-breeding establishment of the Signal Corps. There were officers in charge who could talk as intelligently about hatching and feeding and with as much enthusiasm as did the baking officer of his bread production or the engineer of his gigantic yard by the harbor side. These young officers had bred racing pigeons for sport.

Twenty-five hundred birds, the pick of the racing carrier pigeons in the United

Continued on page 356



**S**UBSTITUTE oatmeal for white flour! As the Scotchman says, it's a grand food.

You'll find nothing better for breakfast than fresh, crisp oatmeal muffins; they're great!

Cooking makes a civilized food out of raw oatmeal.

And cooking makes a delicious smoke out of raw tobacco. Try Lucky Strike Cigarette—it's toasted.

Substitute  
**OATMEAL**  
for white  
flour

# LUCKY STRIKE CIGARETTE



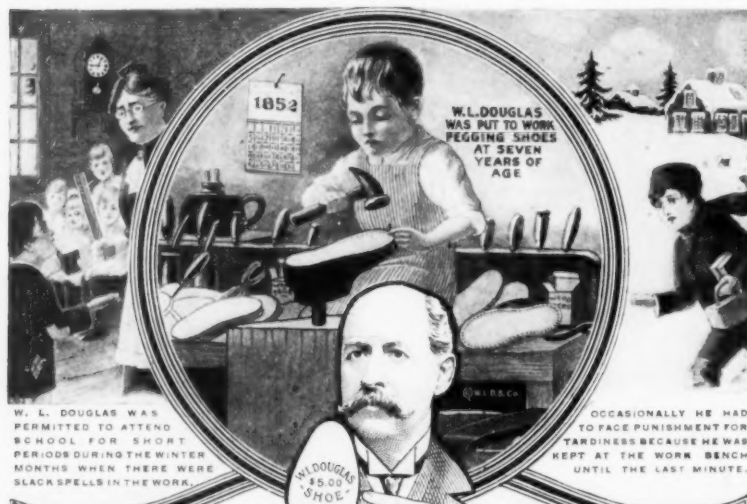
Save the tin-foil from Lucky Strike Cigarettes and give it to the Red Cross.

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W. L. DOUGLAS WAS PERMITTED TO ATTEND SCHOOL FOR SHORT PERIODS DURING THE WINTER MONTHS WHEN THERE WERE SLACKS IN THE WORK.

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FOR MEN AND WOMEN \$3.50 \$4.00 \$4.50 \$5.00 \$6.00 \$7.00 & \$8.00

BOYS SHOES Best in the World \$3.00 \$3.50

You'll never need to ask "What is the price?" when the shoe salesman is showing you W. L. Douglas shoes because the actual value is determined and the retail price fixed at the factory before W. L. Douglas name and the retail price is stamped on the bottom. The stamped price is W. L. Douglas personal guarantee that the shoes are always worth the price paid for them.

Stamping the price on every pair of shoes as a protection against high prices and unreasonable profits is only one example of the constant endeavor of W. L. Douglas to protect his customers. W. L. Douglas name on shoes is his pledge that they are the best in materials, workmanship and style possible to produce at the price. Into every pair go the results of sixty-six years experience in making shoes, dating back to the time when W. L. Douglas was a lad of seven, pegging shoes.

CAUTION—Before you buy be sure W. L. Douglas name and the retail price is stamped on the bottom and the inside top flaping. If the stamped price has been mutilated, BEWARE OF FRAUD.

For sale by 100 W. L. Douglas stores and over 9000 W. L. Douglas dealers, or can be ordered direct from W. L. Douglas by mail. Send for booklet telling how to order shoes through the mail, postage free.

W. L. Douglas President W. L. DOUGLAS SHOE COMPANY, 121 MARK STREET, BROOKTON - MASS.

## The Red Badge of Service

Continued from page 349

huts in France has been securing the necessary lumber. The country needs every ounce of material that she can produce for her own fighting forces. When America needed docks at which to unload men, provisions, railway supplies and ammunition, she sent engineers to do the trick. The 'Y,' following her lead, found that it not only had to send engineers, but also had to supply its own lumber. It was impossible to secure any in France nor could it be brought from America due to shortage of tonnage. What did the 'Y' do? It bought sawmills, purchased trees and made its own lumber. The buying, equipping and manning of these sawmills are an example of what tremendous tasks it has had to overcome in order to make the work possible.

"Tents are used near the front because of the mobile condition of the troops. The 'Y' may be needed in one place today and another tomorrow and these tents can be moved in ten minutes. The quartermaster's department is working in complete harmony with the 'Y' and notifies it of any intended move. The transportation department of the 'Y' is strictly on the job and is prepared to precede the troops to new territory. I remember one instance where I visited in advance a location that was to be used by American soldiers. I found five quartermaster men preparing the ground and three 'Y' secretaries getting ready to receive the boys. They were there three days before the army arrived. As soon as the boys reached the ground they were greeted by the familiar faces that they had known at their training quarters, men ready to serve them with hot chocolate, cigarettes, candy, postcards, and writing paper.

"Because of this mobility the 'Y' has a large number of portable motor kitchens that move directly with the boys so that there is always a 'Y' with them on the march. These moving 'Y's' usually have a driver and two or three secretaries to serve the men. When their division is stationary, they are used as a means of

communication, providing supplies to those who are not near an established hut.

"The 'Y' by agreement has made a division of duties with the Red Cross by which all front-line trench relief work is turned over to the 'Y.' It means that our 'Y' boys will often be in great danger, but not one of them will refuse to do his duty on that account. You know it is in the caves, dug-outs and old buildings now used by the 'Y' that the boys get their last cup of hot coffee before going over the top and the first when they come back.

"The 'Y' has tents back of the trenches within easy reach of the cannonading from the Hun guns. Here they serve the men in utter disregard of the danger involved. It is in these tents that the boys have their movies and lectures. I remember one time that I was asked to make a speech to the boys in one of these tents. My remarks were punctuated by the intermittent boom of the cannon. Incidentally I served in a hut as a clerk for one week in the territory just back of the lines. It was a great deal of fun to sell the boys cigarettes and tobacco and give them candy and chocolate and also cigarettes when the boys were not prepared to purchase. Had I not been required by other duties to continue my journey, I would have been delighted to serve the boys permanently.

"So you see the 'Y' is doing a wonderful work in France. I consider it the most wonderful work ever undertaken by man for the betterment and welfare of mankind, a noble work being done by devoted self-sacrificing, American manhood and womanhood, for an equally brave, self-sacrificing body of American fighters.

"The 'Y' means more to your boy in France than it does in America. It stands for his home, stands for his club, stands for his school or college. It is his store, his place of entertainment, his theater; it furnishes his athletics and is his church. If we do not supply any one of these things he will not have them. But, thank God, the 'Y' and its secretaries are on the job."

## War: America's Giant Industry

Continued from page 354

States, had been enlisted in the Signal Corps and there they were, or many of them, with their numerous progeny billeted in large breeding-houses and in mobile coops on wheels, accustoming themselves to army conditions. The French have 28,000 homing pigeons in their intelligence staff, and since it is only a matter of three months' time from the egg to a trained soldier in the pigeon division, our army is by now supplied with a sufficient force of these valuable messengers to meet the needs of our growing combatant forces.

Here also are located the principal schools for officers, chiefly for the training men for our growing staff. You can see them any day working out problems in range finding, rifle practice, lunging at stuffed targets with bayonets, studying the necessities of transport, signal work, and a dozen other branches that an efficient staff officer must know. The Germans say that it is impossible to create a staff in time of war. Perhaps it is. But we realize how Britain has been handicapped in this particular, and that we are in the identically unprepared condition in which she found herself at the beginning of the war, and we are sparing no effort to create in a short time a group of men who shall be competent to handle the intricate problems that a staff must handle efficiently. For on the staff depends the whole effectiveness of the army work. No matter how intrepid are the soldiers of an army, how capable are its general officers, how well equipped its personnel, bad staff work will nullify all these things and bring any campaign to an

inglorious end. The Allies did well when they adopted united control and put the supreme command in the hands of the French.

Besides the fact that we are fighting on French soil and that France had stood the brunt of the military might of Germany, it is a fact that the French staff is one of the two best staffs of Europe, and France alone of the Allies has the trained officers to handle the operations of such a vast army as make up the Allied forces on her soil.

Some day the story of these unsung heroes will be written in glorious detail for all the world to read. Just now they are completing the greatest army base the world has known, and without the blare of a single trumpet, without the plaudits of a nation that will be grateful so soon as it learns the truth.

Without these men and these great works our boys on the fighting line would all be sacrificed. With this wonderful Service of Supply—this gigantic fan-shaped group of lines of communication—we can maintain, not only our present army of a million and a quarter, but also an army of five, yes, ten million, "Over There," for that day when an offensive that is an offensive will be launched—an offensive that will not be stopped by anything except the unconditional surrender of the German war machine that was forty years building, and planning death to liberty and the winning of world-domination by inhuman Prussian military autocracy. These men are building in reality the foundation upon which will rest democracy for the world.

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costs more it's worth more. I knew, too, of course, that when it comes to almost any kind of electrical apparatus, Westinghouse can't be beaten. That 'sold' me on Westinghouse.

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"There are a lot of other little things like these about a car that anyone who drives ought to know and keep in mind.

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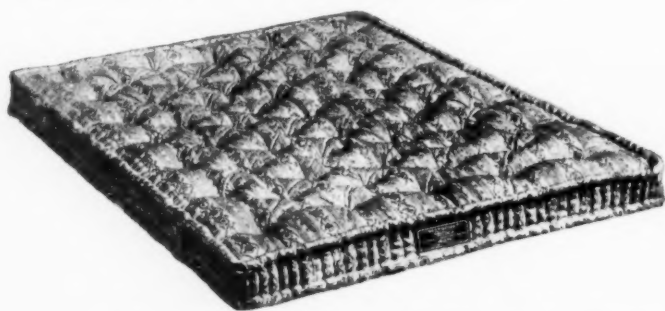
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## Making the World Safe for Truth

Continued from page 345

tion was so easily accomplished by this deception sold to the American people.

The insiders in Washington know equally well that there is a half-formed ring, pacifist in the bottoms of many of their hearts, not to be trusted when we go to the peace table, socialists and idealists in purpose, but not honest enough to declare their program. Many are wholly unscrupulous in using Government power if they are able to appropriate it, whether it be the power of publicity or the power of putting labor to sleep by offering more dollars, though these dollars will buy less.

This half-formed ring is pressing too close to the President to please him, no doubt, too close to please the British or the French. The desire of this ring is to have things go as they are. Most of them are little men, basking in the warmth of power in a proximity never experienced before. Traceable to them are definite lies—the lies which partake of exactly the same character as the lies told by the Russian autocrats to the people about the strength and equipment and progress of the war.

We in America have been fed the fake about a naval victory told in July, 1917, by the Committee on Public Information, the lie about our ship-building progress, before criticism and reorganization under Schwab had started it going, the lies about airplanes circulated under official stamp, before criticism and reorganization had created new motion. So much for this second insincere group of the "No Criticism" school.

There are, however, all over the country, good, honest, zealous men who believe with all their being that criticism even in the form of suggestions and ideas disrupts our national unity. With some of the foremost leaders in the Republican and in the Democratic parties I have discussed the value of this doctrine in which no doubt there is some virtue.

It produces the semblance of national unity. In an old-fashioned war, where good management at the top did not count as heavily as it counts now, this policy would have had more merit and less risks. For a time it may fool the enemy into a belief that we are quite perfect, but this is not probable. It may give our "allies" encouragement; but if they ever find out that beneath our exterior of national unity there is inefficiency and error which criticism would have corrected they would probably say, "Give us a little less national unity if that is necessary in order to give us a little more actual assistance." And at home, if "national unity" is going to mean the complete abandonment of any contribution of brains and policy by the party not in power, whichever that party may be, and a silence upon the part of all of us who may believe that in some matters we are going dangerously wrong, then not only is "politics adjourned," but democracy itself is adjourned and gone out of business.

The "unity-at-any-price" and "No Criticism" schools probably will fail to establish themselves.

First: Because common sense tells anyone that if our war machine has defective parts it is not only the right but also the duty of democratic citizenship to point them out honestly, clearly, and with sufficient vigor to be heard, and with sufficient insistence to cause repair and prevent disaster.

Secondly: Because Britain and France with longer experience have built their war machines, not by "unity-at-any-price," which was the Russian slogan while it lasted, but by honest, vigorous criticism, and by opposition and by refusal to set up idolatry of leadership above love of country.

Thirdly: We have tasted already the fruits of courageous criticism and of wise, persistent opposition:

Criticism and nothing but criticism brought belated preparedness.

Opposition and nothing but opposi-

tion awakened us to our moral duties toward this World and Mankind and Democracy and this War and toward entering the War.

Pressure and nothing but pressure brought the size of our army and the sending of great numbers abroad under a change of program.

Complaint and nothing but complaint awakened our ship-building efficiency.

Suggestion and nothing but suggestion brought some centralization and some order in our purchasing of war supplies.

Hammering and nothing but hammering put our War Department in better shape.

Exposure and nothing but exposure is responsible for rebuilding our collapsed airplane program.

Agitation and nothing but agitation for a better Top Management—for a war cabinet—forced the partial reformation of our war machinery.

These things are not debatable; they are admitted universally, are known to all; they are common knowledge in the most remote hamlet of the country.

If the moral awakening of America and our win-the-war efficiency have come from criticism, whether that criticism is called pro-German, disloyal, seditious, partisan, or by any other name, let us have more of it.

It taught us our moral duty. It put us in against the Hun after he had slapped our face over and over. It diminished the bloody costs of unpreparedness. It urged us on to win by good management and our full contribution, as the President said "without stint."

It will stir us to a closer unity with our "Allies."

It will awaken us to the need of preventing Russia from being bought or blackjacked by Germany.

It will guarantee us against any possible flabbiness of representation at the peace table.

It will put its foot on the Bolshevik Scuttlers of the ship.

It will preserve the customs and rights of democracy.

It will help the President, exactly as it has repeatedly and constantly helped him, into the right paths.

It will help to build the strongest morale a nation can know—one which is founded upon a policy of making the world safe for truth.

Next week an article "Shall We Sit at the Peace Table?", by Mr. Child, will appear in LESLIE'S.

## To the Tank Cat

I'm a Tom cat from the Bowery and fight  
I can like hell,

And quittin' ain't within my skin, I never  
hear the bell,

I've licked 'em all both east and west, and  
some are runnin' yet.

I'm a regular real old tiger-cat and don't you  
ne'er forget—

We'll treat 'em rough

We'll sweat 'em tough!

I'm a yowlin' and a howlin' atop of this old  
tank.

A-scratchin' and a-clawin' for every soldier-  
Yank.

I'm goin' to get the Kaiser and chaw him  
like a rat,

And all the other dirty Huns; why, boys,  
we'll make 'em scat!

We'll treat 'em rough

For that's the stuff!

J. B. CARRINGTON

## Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.

### Getting Millions for France

THE main reason for General Crowder's new draft bill is the important necessity for calling upon a sufficient number of men in Class 1 to fill exigent military necessities. The total number of males in the United States between 18 and 21 is 3,171,671. Of these, 158,185 are married, and 114,170 are deferred for good reasons. This leaves 2,899,317 men, of whom 1,101,708 men are to be deducted for physical unfitness, enlistments, aliens, and other reasons. So the total number of effective young men between 18 and 21 is 1,797,609. Between 32 and 45 the total number of males in the United States is 10,028,073. Of these, 8,637,080 may be deducted, because they are married and for other reasons. Deducting besides 435,378 for physical unfitness and other causes, and there is left the total number of effective single men between 32 and 45, 601,236, making a grand total of effective unmarried men liable to draft of 2,398,845. As the country has at present 3,000,000 men abroad fighting and at home training, the call for 2,000,000 more is thus exceeded. Men who are exempted from actual service in the ranks solely because their services are more valuable to the United States in the production of things essential to the prosecution of the war must follow those occupations loyally or be subject to immediate draft instead. The United States Employment Service Bureau will see to it, and it has ample legal measures to enforce the rule, that no man shall cease from labor simply because it pleases him to do so.

### From Farm to Senate

To the claim advanced by failures and kickers that the days of opportunity are over, the career of Senator Jacob H. Gallinger, just closed by death at the age of 81, offers the most complete refutation. He was born on a meager farm at Cornwall, Ontario. In those early days, nearly a century ago, in order to run a farm at all, one had to have a large family. There was no race suicide then. Jacob was one of twelve children. In one respect he was more fortunate than Lincoln. He had a local school that gave him a smattering of education until he was fourteen. He was then indentured to the village printer, and got \$8 for the first year's work. The second year his wages were raised 300 per cent. The third year they paid him \$50. In those days boys didn't stare at the clock. There were very few to look at, which was a good thing, for they worked 16 and 18 hours a day and never thought of union hours. With young Jacob, it was aspiration rather than pay, work rather than play, that made his ambition an irresistible force. When he had saved \$100 he went to Cincinnati, found a job in a composing room, set up type by night, and studied medicine by day. There was no lost energy on street corners or in pool-rooms. He slept three hours a night, and then prepared his medical lessons for the morning session that began at eight o'clock. For twenty-three years he practiced the medical profession in Concord, N. H. The luxurious office practice of modern times was unknown then. He cruised the whole country around, sleeping in his gig. He threw on the most exhausting work, as all men starting in life do. He declared that this life of a country physician brought him his best reward in health and strength. But his energy was not satisfied by being a mere country doctor. He studied every available minute. He wrote for medical journals and daily papers the results of his digested thought. At the end of his med-

ical life, before he began his political career, he had laid the foundation of being known as a power all over his State. It was the natural sequence of tireless mental and dominant ability that he should be elected to the House in 1884 and to the Senate in 1890. Two other stalwart Republicans of the old school who are in the Senate today started life as the poorest of boys. Senator Charles Curtis, of Kansas, the Republican whip of the Senate, and James Watson, of Indiana—both national figures. As an inspiration to the poor boy without a pull or an opportunity, Senator Gallinger brings the eternal challenge of ambition coupled with tireless work.

### The Chief of Staff

In England and in France Secretary Baker has made the impression of being the best Secretary of War among all of the Allied nations. As the fighting is conducted on the other side, such practical judgments are bound to be found a somewhat deterrent influence on criticisms here. Among the wisest of the actions of the President was the appointment of General Peyton Conway March to the office of Chief of Staff. General March is 54 years old and was born in Easton, Pa. He graduated at the United States Military Academy in 1888. In 1898 he was commanding the Astor Battery, presented by Colonel John Jacob Astor. In 1899 he went to the Philippines as aid on the staff of General MacArthur. As major, he commanded the forces in action at Tilad Pass, Luzon, in December, 1899, in which General del Pilar was killed. It was during that same expedition that General Venancio Concepcion, chief of staff to Aguinaldo, surrendered to him. As lieutenant-colonel, he had charge of the military and civil government in the district of Lopanto-Bontoc. He received promotions for distinguished gallantry in action near Manila, in Porac, San Jacinto, at Tilad Pass, and at Cayan, and was a member of the General Staff between 1903 and 1907. He was detailed as military attaché to observe the Japanese army in the Russo-Japanese War. He has been chief umpire in army maneuvers in this country. In all, he has had a broad administrative and fighting experience hardly second to that of any officer in the United States Army. So when he was appointed as chief adviser to Secretary Baker, his office as Chief of Staff put him in charge of all the military activities in this country. Unheralded, he has made good in every department. His popularity is as notable as his executive power.

### Millions of Boys and Girls at Work

A million boys and girls in the Western States are enrolled in food-producing and industrial clubs. It is a pity that only about a fifth of the 800,000 child-workers of last year should have sent in returns from their work. These reports show the production of 458,873 bushels of corn, 325,786 bushels of potatoes, 126,460 pounds of beans, 203,383 pounds of sorghum, garden produce worth at least a million dollars, over a million and a half quarts of fruit, vegetables and soups, a quarter of a million jars of jellies, 106,385 chickens, 35,370 dozens of eggs, and over 10,000 hogs, beside sheep and calves, nearly half a million loaves of bread, and other products. The value of food produced per individual was \$21.89, and the cost of club work was reduced to 74c per member. Regular members of this food-producing club raised last year \$4,486,000 worth of food for man and beast. It is estimated that under favorable crop conditions this enormous output will be doubled.

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# The New Industrialism

By WILLIAM H. TOLMAN, Ph.D. Part II

LAST week in my article I wrote that the problem of industrial education is individual responsibility, and gave proofs. What is the solution of this problem of education? How can the employer and the employee acquire the necessary training for the successful conduct of modern business along lines of profitable return and personal satisfaction?

The imperative need for American industry is a central bureau or clearing house for the collection of the best shop and plant practice from all over the world. The material collected must be sifted to make available those features best adapted to American conditions; of course they must be arranged by industries.

The field of the clearing house will be delimited, so as to cover the humane relationship side of business and industry. In a word, Mutuality. It is not a trade bureau. Its scope is closely approximated by the Committee on the Health of Munitions Workers of Great Britain.

A regard for the human relationship side in industry is the big social and economic by-product of the Great War. As Dr. Edgar L. Collis, Welfare Director of the Committee, points out:

"Few of us realized how extensive and far-reaching our war industries were to become, or visualized in any way the sudden upspringing of great factories that was to occur, many of them under national ownership, mushroom growths during the night of war. Fearing, and not needlessly, that all might not be well, and that an industrial breakdown might imperil the overseas forces, the authorities appointed a committee to advise them on the health of munition workers."

Laws of health for workers, labor problems of health, food and dining-rooms, fresh air and ventilation, lighting and heating, employment of women, employment of juveniles, fatigue, housing, after hours, committees of safety, and occupational diseases were some of the more important problems the committee solved, in what is the greatest labor laboratory in the world.

Consider what a similar institution in America could accomplish for the benefit of our industrialists.

The peaceful industries are also with us, although our nation is on a war basis. Our national need is just as great as that of Great Britain.

Consider what a return to peace will mean for the United States in its relations to world markets. Mere desire to get our share of world trade is not enough. Our industries must be ready. Today they are not. But they can be. The industrial clearing house will show them how.

Membership should be on a cooperative basis, with fee so low as not to be prohibitive. A graduated fee, based on the number of workers in a plant, would be a fair method of distributing the expense.

War today is the quintessence of the art of taking life. The more successful it is, the greater the toll of human lives.

Industry to reach the apogee of its successful operations must be the refinement in the art of saving life. At this moment the Berlin Museum of Safety is a veritable storehouse—an arsenal of methods and appliances for restoring to function the maimed and crippled soldiers. It is the biggest human repair shop in the world. France is now restoring to function 80 per cent. of her crippled soldiers.

More than a decade before the war, one of Germany's great industrial leaders told me, "Every life we save is a national asset." From the organized attack on the peace of the world, I have thought many times of the craft of the government in making every effort to see that workers were protected while at work by mechanical safeguards of every kind, their working places made sanitary, their recreation sanc-

and helpful. Underlying all this care for the workers, to my mind, at least, was Germany's foresight that, when the call to the colors did come, her workers, who would be the soldiers, would respond for duty in the pink of perfection.

The greatest contribution of the United States is workers, perhaps. The worker must be just as fit as the fighter. He must be kept just as fit. The department of the Human Repair Shop will see that the workers, maimed and crippled by an industrial accident, are restored to function, and, where necessary, re-educated. If the Allies can restore to function 80 per cent. of their crippled, in time of war, they can do it in times of peace.

"We are graduating competent engineers, men who know the technique of their profession, but they do not know how to handle men. That is where they fall down," said the president of one of our best known polytechnics to me.

There is no place where technical knowledge can be supplemented by training in the art of handling men, the most important change that is coming over industry. Such an institution as I am projecting, will offer courses of study backed by demonstrations from actual experience in this neglected field of industrial equipment and preparation.

It should be a post-graduate course, not long, but sufficient to show the student how the problems of technical knowledge must be supplemented and ever viewed in their constant relation to the individual human side of the workers. Every problem of industrial science must be thought through in its effect on the work of the individual units. At the end of the day a worker must not be left like a squeezed-out orange, but rather like a sponge, ready to absorb the full amount when plunged in the water of the next day's work.

The place of the foreign-speaking worker is one of daily menace to the industry and to himself. Reflect on the complexity of the foreign-speaking workman, with its increase of danger, when he is set to work on a machine or a process for the first time. In so many cases he is given a certain amount of instruction, it is true, but how do you or the instructor know that he understands what is being taught him? Every accident means an unnecessary time and money loss. This department should show successful methods of dealing with the foreign worker, upon whom, in an increasing proportion, industry of the next decade must rely.

Many of the most valuable hints and suggestions for the industrialist appear in pamphlet form. Beyond the immediate circle for whom they are prepared, they have a limited circulation. The same is true of the same kind of literature published in foreign languages. It is just as valuable for the American employer, but it is a sealed book, on account of his inability to read the foreign tongue. All such pamphlets, documents, papers at conventions, should be digested and translated for the members of the clearing house. The same procedure is equally applicable to the wealth of material appearing in the daily and magazine press.

Placing these facts at the disposal of the employees will enable them to see how it is to their advantage to do their share in keeping the working place fit. But in addition there will be a rich fund of facts, of particular value to the workers; only it must be set forth in language easily understood. When the worker's interest has been aroused, he will appreciate just where and how he fits in with the spirit of the New Industrialism. This will also mean the protection and conservation of the employers' interests. Rights thus presented will carry with them the individual obligation of duties, Mutuality.

## Special Opportunities

### PATENT ATTORNEYS

**Your Idea Wanted, Patent Your Invention.** I'll help you market it. Send for 4 free books, list of patent buyers, hundreds of ideas wanted, etc. Advice free. Patents advertised free. Richard B. Owen, Patent Lawyer, 14 Owen Bldg., Washington, D. C., or 22761 Woolworth Bldg., New York.

**Wanted Ideas. Write For Free Patent Guide Books.** List of Patent Buyers and Inventions Wanted. \$1,000,000 in prizes offered. Send sketch for free opinion of patentability. Victor J. Evans & Co., 813 Ninth, Washington, D. C.

**Ideas Bring Wealth if Patented.** Send for Needed Inventions, List of Patent Buyers and Guide Book. Tells How to Secure Patent through our Credit Plan. Randolph & Co., 789 F St., Wash., D. C.

**Patents that Protect and Pay.** Books and advice free. Highest references. Best results. Promptness assured. Watson E. Coleman, 624 F Street, Washington, D. C.

### HELP WANTED

**\$270 One Day's Sales July, 1918.** Mr. Shook reports as above. Kellogg \$700 ahead in two weeks. Meixner \$230 in one day. Ferrine \$380 in one day. Eakins \$1500 profit in one month. We start you in business with machinery and instructions. We have plenty of raw popcorn to sell. Start at once. Manufacture Crispettes a delicious popcorn candy. Positively no sugar used. Sales enormous. Profits \$1000 a month in some towns. Long Co., 370 High St., Springfield, Ohio.

**Men and Women Wanted, 18 to 60,** to fill thousands of vacancies and new positions in Government Service in Washington and elsewhere. Permanent, higher salaries, patriotic work, easy hours, paid vacations. Quick appointments. Write for Book RE, listing positions. Washington Civil Service School, 2018 Marden Bldg., Wash., D. C.

**Government Positions Pay Big Money.** Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99. Arthur R. Patterson, Rochester, N. Y.

**You are wanted by the U. S. Gov't.** Thousands positions for men; women; girls. \$100 month. Experience unnecessary. Write for list of positions. Franklin Institute, Dept. V127, Rochester, N. Y.

### PERSONAL

**Highest Cash Prices Paid for discarded gold jewelry (old or new).** Gold Crowns, Bridges, Watches, Diamonds, Platinum or Silver—We pay up to \$35.00 per set for old false teeth (broken or not). Prompt remittances—Goods held 5 to 15 days for your approval of our offer—Packages returned at our expense if our offer is refused. We solicit shipments by mail or express from general public as well as dentists and jewelers. Send for latest catalog of new jewelry. United States Smelting Works, Inc., 397 Goldsmith Bldg., Milwaukee, Wisconsin.

**Cash—Send By Mail Any Discarded** Jewelry, new or broken. Diamonds, Watches, old gold, silver, platinum, magneto points, false teeth in any shape. We send cash at once and hold your goods 10 days. Your goods returned at our expense if our offer is unsatisfactory. New catalog of bargains in new jewelry sent free. Liberty Refining Co., Est. 1899, L. 432 Wood St., Pittsburgh, Pa.

### BUSINESS OPPORTUNITIES

**No Ice This Year—I control a device** that will put ice in every home where there is electricity for a couple of cents a day. \$100 secures agency option and Demonstrator free. No obligation. Fred W. Wolf, Desk 8, 321 N. Wells St., Chicago.

**Wanted—Wide-awake men to open** hat cleaning and blocking establishments, small capital, excellent profits. We supply equipment and tell you how. Write for booklet. E. W. Bender & Co., Dept. 4, Charlotte, N. C.

### AGENTS WANTED

**Sell Insyde Tyres. Inner Armor for old** or new auto tires. Increase tire mileage. Prevent punctures and blowouts. Liberal profits. American Access. Co., Dept. L-1, Cincinnati, O.

**Large manufacturer wants agents to** sell Guaranteed made to measure Raincoats. \$50 to \$75 weekly. Highest commission. Profit in advance. Outfit free. Standard Raincoat Co., 397 B'dway, N. Y.

### ADDING MACHINES

**Automatic Adding Machine, Subtracts,** Multiplies, Divides. Does work of \$300 machine. Retail \$10. Five-year Guarantee. Catalog and terms free. Dept. L, Calculator Co., Grand Rapids, Mich.

### SALESMEN WANTED

**Salesmen: Get Our Plan for Monogram-** ming Autos, traveling bags, sporting goods, etc., by a simple and neat transfer method. Very large profits. Motorists' Accessories Co., Mansfield, O.

### PHOTOPLAYS, STORIES, ETC.

**Free to Writers—a wonderful little book** of money-making hints, suggestions, ideas; the ABC of successful story and play writing. Absolutely free. Just address Writers' Service, Dept. 30, Auburn, N. Y.

### Advertising in This Column

costs \$2.25 a line. 15% discount is allowed when six or more consecutive issues are used. Minimum space, four lines.

## Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

"I HAVE driven my car 18,000 miles and have only just sent it to the service station for an overhauling to see why there shouldn't be something the matter with it at the end of this distance."

This from a man who, when he first purchased his moderate-priced car two years ago, expected to run it eight or ten thousand miles and then turn it in as partial exchange for a new one, but the call of the Government upon automobile factories for their share of war work, and the consequent reduction in output, had served to induce this motorist to run his old car longer than he originally anticipated.

But, as it is an ill wind that blows nobody good, so from a commercial standpoint, at least, the war is proving as no other means could have done the real worth of the products of our best automobile manufacturers. It is not difficult to imagine the increased confidence which the car owner in question now places, not only in his own automobile, but also in every

which serve to reduce carbon formation, and he can make minor adjustments on his own initiative. It might be well if each large manufacturer would cooperate with the hosts of users, and let it be known that spare parts for all models ever produced by the makers in question are available even during these war times, and that such parts are not sold at the exorbitant prices usually attributed to such makers. In fact, if he did but know it, the owner of almost any car can make a replacement with the help of a good mechanic, if necessary, at a surprisingly small cost when it is considered that the installation of such spare parts may render the car serviceable for another ten thousand miles or more.

In the meantime, while automobile factories are turning out war material, customers for "after the war" models are accumulating, and when peace again comes we predict a greater demand for those cars which shall have been known to have served their wartime purpose well, than was ever



Possibly your old car will not be able to meet the strenuous test of making New York's famous Fort George hill "on high," but you can at least keep it in perfect condition and will be able to trust it as you never would a new and untried car of inferior make.

future product of the company which manufactured it.

There are thousands of such cases in existence today, but not all have been as fortunate in the selection of their car as was our friend, just cited. The extra service which the war is inducing us to exact from our cars is throwing the spotlight on the weak points of the inferior cars, as well as intensifying the strong construction and accurate workmanship of the products of the more reliable companies. "After the war" the strong companies will be stronger, and the weak companies either entirely put out of business or forced to readjust their methods of design and production to meet the more exacting requirements of the motorists who will have learned what it is possible to expect in the way of lasting qualities from the modern automobile.

This process by which all cars are tested in that severest of crucibles, public experience, is beneficial alike to the industry and the individual owner. The industry will be strengthened by this weeding out process and certain desirable qualities of cars will be proved in a manner never heretofore borne out by the claims of the manufacturer.

On the other hand, the owner of a reliable make of car is not only receiving daily vindication of the wisdom of his choice, but also he is learning his vehicle with a thoroughness that would have been impossible in those new-car-every-year days. He has gleaned those fine principles of operation

enjoyed in the bonanza years of 1915 and '16.

But the results of the war will not be restricted entirely to the effect on the motorist and the increased demand for the better-known makes; a new era of car ownership will have started; the hosts of owners who, through experience, will have learned that washing solution not thoroughly rinsed off will ruin the high finish of a car will hereafter treat their new acquisitions with more care; the evils of carbon accumulation will have been learned and the cars of the future will be driven with better carburetor adjustment and with more frequent attention paid to the chemical or mechanical removal of what we have previously termed the "black plague"; the visible and expensive evidence of rapid tire deterioration, following inattention to tread cuts and bruises, or to insufficient inflation, will have served its purpose, and to double the manufacturer's guaranteed mileage will be the rule rather than the exception.

The war is promoting efficiency in our businesses and in our households; why should it not have an equally beneficial effect upon our motoring?

### Questions of General Interest

#### Overcoming Fuel Difficulties in England

B. D. N.: "I understand that illuminating gas is used in England in lieu of gasoline. Why cannot this be done in this country?"

Continued on page 362



THAT'S the addition Hassler makes to the famous slogan so truly descriptive of "the universal car".

For  
FORD  
Cars



PATENTED  
**Shock Absorber**

For  
FORD  
Cars

A Hasslerized Ford will take you there, anywhere, and bring you back comfortably. Hasslers will give your Ford the long easy swing, the glide you formerly thought attainable only in a car costing \$2,000 or more. No matter how rough the road, the wonderfully resilient, chrome vanadium coils will stand between you and every irritating jolt and jar.

Hasslers will continue to keep your Ford comfortable during the lifetime of your car. They are so simply constructed there is nothing to get out of order. They act by compression and are strengthened by use—not weakened and stretched by every bump.

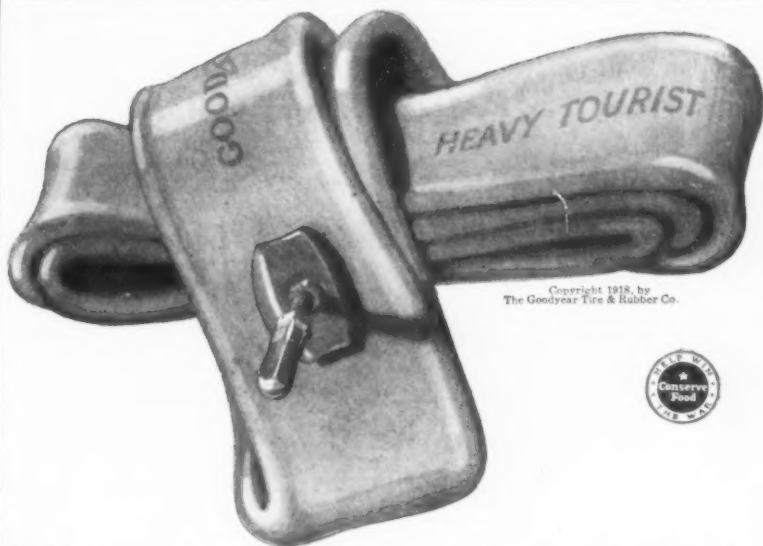


This comfort will cost you nothing. Hasslers will pay for themselves over and over again by cutting tire, gas and up-keep costs, and by increasing the resale value of your car.

### 10-DAY FREE TRIAL OFFER

Write today for FREE TRIAL BLANK and we will have a set of Hasslers put on your Ford without a cent of expense to you. Try them ten days. Then, if you are willing to do without them, they will be taken off without charge. Don't ride without Hasslers simply because someone discourages you from trying them. Accept this offer and see for yourself. Nearly a million of the patented Hasslers now in use. Write today—NOW.

ROBERT H. HASSLER, Inc. 1833 Spruce St., Indianapolis, Ind.



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## They Outsell Any Other Tube

Goodyear Tubes are built to be a fit team-mate for the famous Goodyear casing. They have behind them the resources, experience and reputation of the world's largest maker of automobile tires. More motorists use Goodyear Tubes than use any other kind. Quality is increasing this margin of leadership every day.

Be sure YOU say, "GOODYEAR Tubes."

**GOODYEAR**  
AKRON  
**TUBES**



# Allies

## Advertising and The Tri-city Community (Troy—Albany—Schenectady)

One advertising agency for the past three years has been able to render its clients a very valuable service because of using newspaper space in this one center in **Tryout Campaigns**.

These tryout campaigns have disclosed conditions and furnished information of particular value to the advertiser because conducted in a community where practically every condition existing in any part of the country is paralleled.

Note the varied characteristics of these three cities:

**TROY**, 80,000 population—the collar city—20,000 workers of whom 50 per cent are women—women who live and dress well.

**ALBANY**, 108,000 population—the State Capital and a Financial center—home of the State Government with its thousands of employees, many large industries, second largest express and third largest mail transfer station in the United States.

**SCHENECTADY**, 100,000 population—home of skilled labor, highly specialized mechanics, engineers—31,000 of them.

Each of these three cities by itself represents a particular type of market—and they are so inseparably bound together by their geographical location, their allied interest and by their transportation systems that they can be considered only as—

## ONE GREAT MARKET For Any Commodity

This market is capable of very rapid, easy development because of the splendid transportation facilities—excellent state roads, trolley and railroad service, the large number of better class retail stores in every line, the volume of its suburban trade, the ability of its people to buy and their responsiveness to advertising and because of the unusually efficient advertising facilities offered by—

### The Tri-city League of Newspapers

Any advertiser coming into this community with an article of merit and the right plan will receive the hearty co-operation of the leading newspapers which are members of the Tri-city League.

**Troy Record—Albany Times-Union—Schenectady Union-Star**  
(Combined daily circulation—79,000)

When you test YOUR sales possibilities in this great Community and Trading Center and its Tributary Towns and Villages, you will KNOW the answer to most of the merchandising problems you will meet elsewhere.

### The Tri-city League of Newspapers PROCTOR BUILDING, TROY, N. Y.

This advertisement prepared and placed by  
The Byron G. Moon Co., Inc., Troy, N. Y.



## Why Pay Full Prices for Diamonds

**DIAMOND Banking** is the business of a million dollar firm nearly 25 years old. We lend money, accepting high-grade diamonds, etc., as security. When loans remain unpaid we must sell to get our money. Most amazing bargains proved by customers' letters. Diamonds, Rings, Pins, Brooches, Pendants, etc., at prices we challenge you to match at 60 per cent more, sent for absolutely free examination.

**Write for JOS. DeRoy Bulletin**

Radically different from ordinary catalogues. Send your name today and we will send you our bulletin of bargains showing hundreds of unpaid loans. It is absolutely free.

**JOS. DeRoy & Sons** 11542 DeRoy Building  
Pittsburgh, Pa.



**ALL ABOUT BUNGALOWS**

New Bungalow Book 1918 De Luxe Edition contains the design of 1,000 practical and distinctive bungalows actually built for \$400.00 to \$4,000.00, suited to any climate, with photographs of the exterior and interior views, plans, size of rooms, cost, etc. Also valuable suggestions on bungalow building, written by experts. The largest exclusive bungalow book published, 112 pages. Price, postpaid, \$1.00. Worth many times its cost to any prospective builder. A smaller edition of same only 50 cents. Send check, money order or stamps. Money back if not satisfactory.

**YOHO & MERRITT, Architects**  
609 Empire Building SEATTLE, WASH.

## JUDGE STAMMER

Send 10 cents coin or stamps for 70 page book on Stammering and Stuttering. "Its Cause and Cure." It tells how I relieved myself after stammering and stuttering 20 years.

**BENJAMIN N. ROGUE** 1116 N. Illinois St., Indianapolis, Ind.

### REGARDING SUBSCRIPTION

**SUBSCRIPTION OFFICES:** Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. European agent—Wm. Dawson & Sons, Ltd., Cannon House, Breains Bldg., London, E. C., England. Annual cash subscription price \$5.00. Single copies of present year and 1917, 10 cents each; of 1916, 20 cents each; 1915, 30 cents each, etc.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

**CHANGE IN ADDRESS:** Subscriber's old address as well as the new must be sent in with request for the change. Also give the number appearing on the right hand side of the address on the wrapper.

**ADVERTISING OFFICES:** Brunswick Bldg., New York; Walker Bldg., Boston; Marquette Bldg., Chicago; Henry Bldg., Seattle.

**EDITORIAL OFFICES:** Main office—225 Fifth Avenue, New York.

### AND EDITORIAL MATTERS

Avenue, New York. Washington representative—28 Post Office Building, Washington, D. C.

**To Contributors:** LESLIE'S will be glad to consider photos submitted by any amateur or professional. Contributions should always be accompanied by postage for their return if unaccepted.

Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted.

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Printed by the Schweinfert Press.

225 Fifth Avenue, New York City

## The Melting-Pot

Widespread strikes in Western Canada are attributed to German propaganda.

At the Great Lakes naval training station \$100 worth of waste paper is collected daily.

Germany has so far lost 250 U-boats and 8,000 submarine sailors. Americans sank 50.

The number of women replacing men in industries in Great Britain aggregates 1,442,000.

Imports of coconut products into the United States increased from 56,000,000 pounds in the fiscal year 1914 to 550,000,000 pounds in 1918.

Of every \$5 earned in this country this year \$2.50 will be needed by the Government to pay its war bill. Do your bit. Buy a Liberty Bond.

The war has nearly wiped out Japan's wool supply, and the government has taken measures to enable the country to raise all the wool it needs.

The amount of money in circulation in this country is \$5,550,000,000, the greatest at any time in the nation's history, averaging \$52.44 for each person.

A Brooklyn Rapid Transit conductor pleaded guilty to stealing 202 fares in four days, including one given to him by the president of the company.

During 1917 the Germans took from Belgium every machine that could be put to industrial use and every scrap of steel, iron and copper they could find.

Marshal Foch's strategy and the tactics of his generals wrested in three weeks from the Germans what the latter required four months to obtain at a cost of 700,000 to 1,000,000 men.

The Red Cross and the Y. M. C. A. ordered from the American Chicle Company 36,000,000 sticks of Black Jack chewing gum for the soldiers at the front in France and Italy.

Owing to shortage of men caused by the draft more than 100 girls are now em-

ployed in the West Albany (N. Y.) railway shops. They show special skill at armature work and are paid the same as men.

The War Industries Board, which has ordered a sharp cut in wool for knitting purposes, says that in the first five months of this year 7,000,000 garments were knitted in the United States.

An American sergeant, when he led a platoon into a captured German dugout in France, found altars, vestments, statues, candelabra, paintings, a chalice and a ciborium, stolen from desecrated churches.

Prominent negroes complain that competent members of their race who apply to Government departments advertising for workers are refused positions, though the advertisements do not notify them of the discrimination.

An American Government official says that soon there will be a shortage in nearly all staple articles. In wool, leather and other essentials in the making of clothing curtailments must be more severe than we have expected.

So many thousands of women in the Middle West have been earning large wages in field work, as substitutes for men called into the nation's service, that that section is looking for the biggest trade this fall ever known.

In view of increasing cost of every utility, an urban population of over 11,000,000, in the United States and Canada, is now cheerfully paying more than a five-cent car fare. Thirty-nine cities have seven-cent fare, Boston being the largest, and 83 have six-cent fare.

The Poles, the Czechoslovaks and the Yugoslavs, held in suppression by the Germans and the Austro-Hungarians, are not the small nations some may suppose. The Yugoslavs and the Czechoslovaks are each twice as numerous as the Swedes or Dutch or Portuguese. The Poles are the next largest nation in Europe after the Italians. Let the people think!

## Motor Department

Continued from page 361

It is perfectly possible to carry out the same idea in this country, but until gasoline reaches a price which makes its use as a fuel almost prohibitive the great

bag is, it is only sufficient to drive the car from 10 to 25 miles on one filling.

### Idaho's Licensing Law

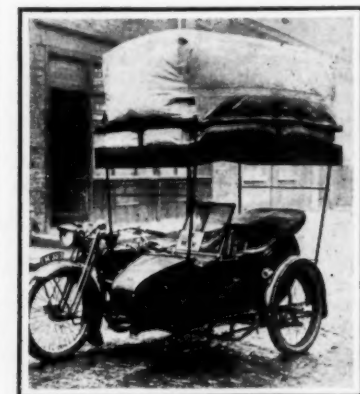
A. K. L.: "I understand that a law is enforced in one of the States which does not take the horsepower of a car into account in determining the fee charged. Can you tell me what State this is and the basis of the taxation?"

I believe the State to which you refer is Idaho, which, some time ago, enacted a law basing the cost of registration fee on the weight of the car rather than upon the imaginary horsepower which it developed. The fees are as follows: under 2,000 pounds \$15.00; 2,000 to 3,000 pounds \$20.00; 3,000 to 4,000 pounds \$30.00; over 4,000 pounds \$40.00.

### Praise from the Post Office Department

T. D. N.: "I understand from a recent article in the Motorists' Column that the experiment made by the Post Office Department with motor trucks in the parcel post service has proved very satisfactory. Has the Government issued any official notice regarding the results obtained?"

It is stated that the Post Office Department has officially sanctioned the following: "As an indication of the efficiency of this service, it may be stated that in one of the cities where it was in operation during the entire year, the motor trucks engaged in the transportation of mail between the depot and the post office were scheduled to make 384,526 trips, and there were only only 132 failures, or one failure to every 2,913 trips." This is a remarkable record and is a higher percentage of serviceability than could be expected in the average installation.



The lower fuel consumption of a motorcycle makes the use of illuminating gas as fuel more practical than the application of this fuel to a motor car. Fortunately, however, such steps are not necessary in this country, but those who would motor in England must either be using their cars in an official capacity or must obtain permission for the installation of an illuminating gas fuel container as here shown.

bulk and small radius of action of the gas-filled tank raises serious objections against its use. The gas cannot be retained under pressure and consequently a large flexible bag must be filled with it. Large as this

## "I Learned Lichtentag PARAGON Shorthand

and accepted a position as stenographer within  
**One Month**

I am now stenographer with the Indiana Manufacturing Company, 1124 Merchants Bank Bldg., Indianapolis, Ind., and have had several increases in salary. Our Patent Attorney has complimented me on my work. You may know what it is to write patent manuscripts. I do not think that there is anything harder to write and transcribe. Paragon is swift and easy to read."—**Harold W. Hively.**

Let us teach you Paragon Shorthand through mail. It is amazingly simple—only seven lessons, which you can learn in seven evenings. Then the matter of speed is purely a question of practice. No positions—no disconnected vowels—no shading—no trouble reading notes when "cold". Paragon has been adopted by public schools. Export instruction to completion.

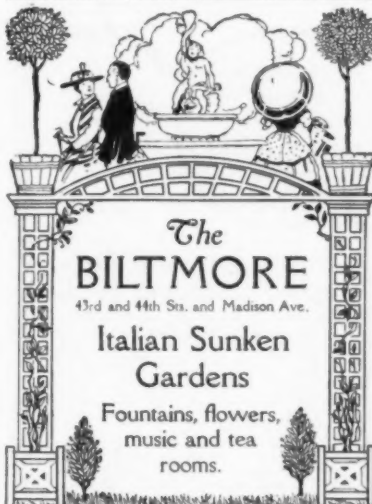
We have already taught thousands of persons through mail. Expert stenographers in various departments of UNITED STATES GOVERNMENT, in Court Reporting and in largest corporations and firms are writing PARAGON shorthand.

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We save you hundreds of dollars. By qualifying you in a few weeks, instead of months, we put hundreds of dollars salary in your pocket. Stenographers in big demand now. Write today.

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**The BILTMORE**  
43rd and 44th Sts. and Madison Ave.  
**Italian Sunken Gardens**  
Fountains, flowers, music and tea rooms.



**Don't Wear a Truss**  
Brooks' Appliance, the modern scientific invention, the wonderful new discovery that relieves rupture will be sent on trial. No obnoxious springs or pads.  
**Brooks' Rupture Appliance**  
Has automatic Air Cushions. Binds and draws the broken parts together as you would a broken limb. No salves. No lies. Durable, cheap. Sent on trial to prove it. Protected by U. S. patents. Catalogue and measure blanks mailed free. Send name and address today.  
C. E. BROOKS, 404 State St., Marshall, Mich.



Replace the link, Remove the fuse.  
**ECONOMY**  
renewable FUSES  
cut annual fuse maintenance costs **80%**  
**ECONOMY FUSE & MFG. CO.**  
Chicago and Orleans Sts. CHICAGO, U.S.A.  
Also Made in Canada or Mexico



**WAR BOOMS PROFITS IN MUSHROOMS**  
War has cut short the mushroom supply. Prices are high, demand heavy as meat substitute. Now is the time to grow them. Men, women and children by thousands doing it successfully in city and country. Grow in cellars, basements, sheds, etc. Quick returns. Make \$10 to \$15 a week. Learn simple facts from America's supreme authority. Send for free illustrated book, "TRUTH ABOUT MUSHROOMS," today.  
**BUREAU OF MUSHROOM INDUSTRY**  
Dept. 497, 5505 W. North Ave. Chicago, Ill.



**Sales Agent, \$1200**  
Wanted to introduce transparent handled knives. Position worth \$100 a month. Wanted also soldiers in camp to work spare time. Every soldier wants a knife, his name under handle. Sure mark of identification. Send for special offer.  
Newly Cutlery Co., 25 Bar St., Canton, Ohio.

## Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

**NOTE TO TEACHERS:** Teachers and others desiring to use the material in LESLIE'S for study purposes will find each issue lending itself readily to such use. If, for example, a geography lesson is desired, some part of the issue can be utilized, sometimes a considerable portion. This issue, for example, furnishes material for one or more lessons on Italy (pp. 351-353). A lesson on the people of Italy would do much towards securing that better appreciation of our ally so much needed to promote a spirit of unity among the foes of Germany. The splendid types represented here and the efficiency shown by the army can be made the basis for such a discussion. The same thing would hold true of lessons in history, civics, etc. Type lessons will appear from time to time in these columns. Queries as to the possibilities of LESLIE'S in the classroom will be cheerfully answered.

**Pay Day.** Cover. Suggest all the possible ways of defeating the Kaiser. How was Napoleon defeated? Will the Kaiser be defeated in the same way? What does the artist prophesy will defeat him? How far is the artist justified by events? (Look up "A Week of the War" for the last two or three issues and set down your points in one, two, three, or four.)

**Yank Artillery's Deadly Work, On the Heels of the Retreating Hun,** pp. 342-343. Note again in this connection pictures in last week's issue (pp. 318-319). How did the German line run in this region? How would the capture of these places and the advance of the Americans change it? How important would such a result be to the Allies? (Interesting in this connection to students of history is the campaign undertaken by the allies against Napoleon between January and April, 1814, just before his abdication. Chateau-Thierry figured prominently in these operations. See Putzger, *Historischer Schul-Atlas* (Lemcke & Buechner) for the best diagram of these operations. This is a valuable and inexpensive atlas, but the names are in German. The American edition, however, contains an English index.) Compare the effects of the artillery fire upon Vaux with its effects upon Chateau-Thierry. How do you explain the fact that so many buildings are standing in the larger town? What guns were used to accomplish these results? Point out some of the things which had to be done after the town was captured and the equipment used, as shown by the pictures. Point out their necessity. How far have the German lines been pushed "east" of these places? Is there any danger of their recapture? Why?

**Making the World Safe for Truth,** p. 345. What is happening as shown by the picture? Is there anything in the picture to identify the city? Who are responsible for these happenings and how? Is this scene a faithful picture of what has been happening in Russia? Why? What does Mr. Child mean by saying that "thought has been conscripted" in Russia? Is he justified in explaining the picture as he does? Why? To what danger in this country does he direct our attention? Is there any danger of such things happening as shown in the picture as the result of this danger? Mention all the steps necessary to guard us against this danger. (See in this connection Hapgood's page.) What can you do? It is a difficult problem to understand the Russian situation. Books like Ross, *Russia in Upheaval* (Century), Poole, *The Dark People* (Macmillan), Harper, *Runaway Russia* (Century), Donald Thompson in *Russia* (Century), Houghteling, *Diary of the Russian Revolution* (Dodd, Mead), and Olgin, *Soul of the Russian Revolution* (Holt) all help to clear up the situation. Mr. Washburn has written some entertaining books on Russia's part

in the war, for example, *Victory in Defeat* (Doubleday).

**With the Heroes of Noble Italy, American Congressmen Review the Men of Italy's Third Army,** pp. 351-353. How large is Italy's army? How well organized? In what points does it excel? How many different branches of the service are represented here? Describe their equipment. How important a part does each play in modern warfare? What is the most important branch represented here and why? How does the Italian army compare with other armies in these branches? What are the conditions of military service in Italy? How much power has the King of Italy over the army? How does his power compare in the government of Italy with that of President Wilson? Why are these members of Congress visiting Italy? What power has Congress over the army, or over military affairs? How does its power compare with that of other branches of our government? Consult the U. S. Constitution for these powers and give some illustrations from recent events of the exercise of these. Why should United States troops be stationed in Italy? How large is the Italian population of this country? Compare it with the population of Italy. How large a percentage of the drafted men from your town are of Italian parentage? Compare the part taken by soldiers of foreign birth in the American Civil War.

**The Red Badge of Service,** p. 349. Make a speech appealing for men and funds for this work, using pictures and article. If possible confine yourself to pictures alone. How large is this work as to number of men in its service, supplies used, money handled?

## A Week of the War

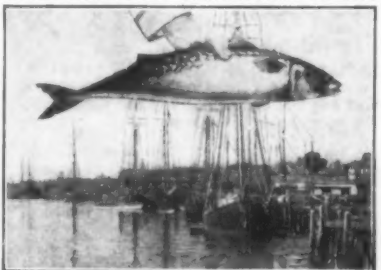
Continued from page 344

undertook vigorous offensive movements into Lorraine and Alsace. The thrust in Lorraine met with a severe check, and, while the drive into Alsace was more successful, Joffre soon had to drop all offensive operations in the east and south to ward off the treacherous German assault through Belgium from the north. As a result of their early gains in Alsace, however, the French still hold in a firm grip a narrow strip beyond the frontier of 1914.

Now the difficult nature of the country argues against any very extensive offensive operations in Alsace-Lorraine, unless, indeed, the enemy has been driven by his needs elsewhere to man his lines here too thinly. And it is by no means improbable that this may prove to be the case. We have no warrant on the evidence at hand to predict any major offensive to the south, but it is interesting to note the circumstances and possibilities of the present situation.

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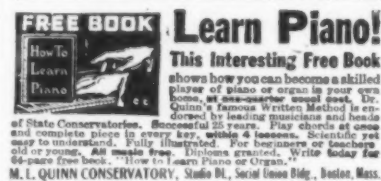
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## Jasper's Hints to Money-Makers



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NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

A YEAR ago Congress was busily engaged in drafting a war revenue bill. It went at the job as a blacksmith might go at the repairing of a watch. Its avowed purpose was "to conscript wealth," to smash big incomes, to favor sectional interests, to wreak vengeance on those who had given offence to the powers that be. As a result, we had a war revenue bill so inextricably mixed and mischievous that a Commission had to be appointed to iron it out.

That was a year ago. A new war revenue bill is already being drafted. The old one was too rank to last. There is to be an election of Congressmen this year. Those who are drafting the war revenue bill are anxious to keep in the good graces of the voters, including the bankers, the business men and all the others who were of no account a year ago. There is to be no slap-dash legislation this time. The war revenue bill is to be drafted on lines fairly conservative.

Either this, or the whole matter will be adjourned in the most cowardly way until after election, and then the radicals will go at the job again with hammer and tongs. Is not this fairly representative of the situation, and of the degradation to which the cheapest kind of partisanship has brought us? Is it surprising that security holders stand aloof, and that investors hesitate to pick up even prime investments at bargains?

An impression prevails that the Administration at Washington, which "adjourns politics" as occasion may require, is tremendously interested in securing the reelection of a Democratic Congress next fall, and that word has quietly been sent out to the theorists and agitators of the radical stripe who have been predominant in Congress that the new war revenue bill must be drawn on more conservative lines.

Moreover, the floating of the next Liberty Loan, the largest of all our war

loans, must be made successful, and to this end it is absolutely necessary to give greater assurances to business that a program tinged with socialism will not be permitted to go through at this session.

Let Congressmen think more of their sworn duties and less about capturing the elusive labor vote. They don't fool the workers for a minute. Thoughtful workmen know on which side their bread is buttered. I commend to our legislators these words of wisdom from a recent market letter of Chandler Bros. & Co.:

Let paternalism, excepting Allied paternalism, be checked with firm control. Let human industry, individual initiative, unrestrained inventive encouragement, enlightened progressive march, enthusiastic doing and living, growth in efficiency, not be interfered with for any reason whatever. Let the people who have built the railroads, the street railways, the telegraphs and telephones, the miners for coal, gold, silver, copper, tin, zinc, the producers of oils, ores, timbers, the great manufacturers, be the loyal helpmates of the Government, enriched and enriching by their joint services, in mutual effort for the general good. Thus will best results accrue, thus will the sacred basis of our Republic, as handed down to us by its founders and defenders, remain unsullied and unstained now and forever.

The undertone of the market is strong. The things that depress it, or rather that keep it from manifesting its strength, are these: The floating of the tremendous \$6,000,000,000 Liberty Loan, the perplexities of the new war revenue bill, and the protracted contention over securing equitable terms from the Government in its contracts with the railroads.

Against these stands the growing belief that at last the preponderance of the strength of the Allies must bring the struggle with Germany to a speedier conclusion than had been anticipated a few months ago.

I observe that careful investors are still picking up securities of the best kind, with discriminating judgment, paying for them and putting them away in the belief that



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on several of these stocks—listed on the leading exchanges—and will mail a copy FREE on request. Under "The Ten Payment Plan" they may be purchased in any amount upon a first payment of 20%—the balance in nine monthly payments.

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they will reap a generous profit before another year has passed.

M., SENECA, S. C.: While Seaboard Air Line adj. 5's are not in the first grade of bonds they are regarded as reasonably safe. So. R'way gen. 4's are safer.

N. C. WAUKEGAN, ILL.: You can buy a \$500 Liberty Bond on the partial payment plan by making a first payment of \$75 and future payments of \$25 monthly.

C., HELENA, ARK.: You can sell your Liberty Bonds through your local bank or through any broker who advertises in LESLIE'S. Better keep them. They will advance after the war.

M., CHICAGO, ILL.: The Jones Brothers Tea Company reports increasing business and it would seem unwise to sacrifice the stock. The company is well managed and insiders seem to be holding.

K., DETROIT, MICH.: The Hoover Steel Ball Company paid 55 per cent. on par (\$10) in 1917. Reo Motor Car Company is doing a large business and the stock is an attractive business man's investment. It pays a substantial dividend.

H., COLUMBUS, OHIO: I do not believe Governmental control of railroads will continue long after the war, but regulation may be somewhat stricter. To this there would be no objection if it were just and fair. At present it is wiser to hold your securities.

K., OXFORD, MASS.: Many times Lake Torpedo Boat has been boomed by interested parties, but credulous buyers have lost money by it. The company is credited with Government orders and it is possible that eventually the stock may recover some of its loss.

G., AUBURN, N. Y.: I have frequently expressed my appreciation of Ohio Oil, an S. O. subsidiary, as a good business man's investment. Dividends are at the rate of \$24 a year and on present market price the yield is nearly 8 per cent. The company has a large surplus.

G., ALBANY, N. Y.: The outlook for Colo. F. & I. is excellent, and the stock is a good business man's purchase. Among bonds making a large yield on market price are Colo. Industrial 5's, C. & O. conv. 4 1/2's, St. Paul conv. 4 1/2's, So. R'way deb. and gen. 5's and Rock Island ref. 4's.

C., DANVILLE, N. Y.: Shattuck-Arizona is not doing so well as formerly. Anglo-American Oil, selling at about the same price, yielding a lower dividend, but with better speculative possibilities, is more attractive, or you might change to U. S. Steamship, a dividend payer and quite as good a speculation as Shattuck.

S., SPRINGFIELD, MASS.: Selling at about 20, Willys-Overland pays \$1 per year, yielding about 5 per cent. The company's outlook is improving and it may be better to hold the stock than to sacrifice it. If you wish, however, to make a change to a railroad issue, you might consider Southern Pacific, quoted at about 87 and paying \$6 per year. P. R., MUSCATINE, IA.: State of Mississippi serial 5 1/2's can be had in maturities from 1920 to 1934, though callable at par at the option of the State from 1923 on. Total debt of the State is less than one per cent. of assessed valuation. The yield at present prices for all maturities is 4 1/2 per cent. to the callable date and 5 1/4 per cent. thereafter.

D., BUFFALO, N. Y.: I do not advise investing in the promotion of the moving picture play called "Birth of a Race." Several of its promoters were arrested in Chicago and the chief promoter was fined \$1,000 for violating the Illinois Blue Sky law. Buy a good stock with your \$300, such as American Woolen pfd., Corn Products pfd., Atchison pfd., or Beth. Steel 8 per cent. pfd.

W., BROOKLYN, N. Y.: You could increase your income at a risk by disposing of Union Pacific pfd., now about \$71, and buying Kansas City So. pfd., about \$52, or B. & O. pfd., about \$55, both bearing the same rate of interest as U. P. pfd., or Southern Railway pfd., a 5 per cent. issue selling at about \$63. U. S. Industrial Alcohol pfd., quoted at about \$64 and paying 7 per cent. has merit at present.

W., PITTSBURG, PA.: I do not advise purchase of California Petroleum or Wright Martin on the twenty payment plan. California Pet. pfd. is a fair purchase now that it is paying full dividends, but the others are non-dividend payers and speculative. The S. O. group oil stocks, the industrial preferred stocks and Anaconda, Midvale and Car and Foundry may be bought with reasonable safety.

B., PROVIDENCE, R. I.: One with "a few thousand dollars to invest" in securities that promise to advance would do well to diversify his purchases so as to include, say, five or ten shares each of the best railroad stocks, like U. P. pfd., Atchison pfd., S. P., and C. C. & St. L. pfd., and five shares each of industrials like Texas Company, a substantial oil stock, Union Bag & Paper and Corn Products pfd.

K., NEW YORK: You might exchange N. Y. C. ref. 4 1/2's for U. S. Rubber first ref. 5's, selling at about the same price. Int. R. T. 5's might be exchanged for Southern Pacific, selling a little higher and bearing 6 per cent. interest. That might be done also in the case of B. & O. general 5's. American Car & Foundry paying 8 per cent. would seem to be a good substitute for Consolidated Gas at present.

F., WASHINGTON, D. C.: Maxwell Motors Company's earnings in the fiscal year ending July 31, 1918, were considerably reduced, but it is estimated, equalled \$20 and more per share of first preferred. Assets are reckoned at two and a half times present value of preferred. The company has large war orders this year. Owing to need of working capital dividends on the first preferred are being paid in scrip. This is conservative. The company is well managed.

C., XENIA, OHIO: American Rolling Machine stock is not listed. It appears to be a fair business man's purchase. I would prefer Ohio Cities Gas,

a well-known stock exchange security, reporting large earnings, with stock readily marketable. The company is rather heavily capitalized. Nobody can tell what restriction the Fuel Administration may place on these two companies. I know of no non-taxable preferred stocks. Among the safest are American Locomotive pfd., American Woolen pfd., Corn Products pfd., American Smelting pfd., Beth. Steel 8 per cent. pfd., U. S. Rubber first pfd., U. S. Steel pfd., American Car & Foundry pfd., Atchison pfd., U. P. pfd. The common stocks of the companies named, with the exception of Corn Products common and U. S. Rubber common, are among the good dividend paying industrials and railroads. You might add to the railroad list So. Pacific, Louisville & Nashville, Norfolk & Western, Gt. Northern and Northern Pacific.

New York, September 7, 1918.

JASPER.

### Free Booklets for Investors

G. L. Miller & Co., 8-1017 Hurt Building, Atlanta, Ga., offer 7 per cent. first mortgage bonds in denominations of \$100 to \$1,000. This offering is fully explained in the company's free booklet "Miller Service."

Advice on stock market commitments, analytical reports on securities and special cotton and grain letters may be had on request from E. W. Wigner & Co., members New York Stock Exchange, 33 New Street, New York.

One of the best and most dependable guides in current financial matters is the "Bache Review," issued weekly, and sent free on application, by J. S. Bache & Co., members New York Stock Exchange, 42 Broadway, New York.

Investors may obtain from L. R. Latrobe & Co., 111 Broadway, New York, the latest information on Curb stocks in which they may be interested. The firm handles these and other issues on a cash-in-full or margin basis, or on the partial payment plan.

First mortgages on improved farms, in amounts of \$300 and up and yielding 6 per cent., are offered by the Farm Mortgage Trust Company, 543 Jackson Street, Topeka, Kansas. The company, which has been in business 25 years, mails full particulars on request.

Owing to high interest rates in the Pacific Northwest mortgages paying 7 per cent., secured by improved Seattle property, can be had of Joseph E. Thomas & Co., Inc., 3rd Avenue and Spring Street, Seattle, Washington. A list of these securities will be mailed to any address.

Slattery & Co., Inc., 40 Exchange Place, New York, offer to supply free of charge six volumes of their helpful financial library free of charge. These comprise handbooks on silver, tobacco, steel, oil, powder and five- and ten-cent stores stocks. Applicants for these should mention "Re. offer 78-D."

In all matters connected with Liberty Bonds investors may secure expert service from the widely known house of John Muir & Co., specialists in odd lots, 61 Broadway, New York. Send for the firm's booklet H-4, "Your Liberty Bond," giving full information about these obligations and the service this firm renders.

Bonds on a building in the central business section of rapidly growing Seattle, bearing 7 per cent. and in denominations of \$100 and \$500, are being distributed by the Northern Bond & Mortgage Company, 808 Third Avenue, Seattle, Washington. Full information, with photographs and literature, will be sent by the company on request.

Tax-free municipal bonds and first farm mortgages in prosperous Iowa are dealt in by the Bankers Mortgage Company, Des Moines, Iowa. These securities are highly regarded and make attractive yields. They are in denominations of \$50, \$100, \$500 and \$1,000 and may be bought on the part payment plan. Get the company's free book, "Iowa Investments No. 1536."

Non-fluctuating 6 per cent. first mortgage real estate serial bonds based on new income-producing property are recommended by the Federal Bond & Mortgage Company, 90 E. Griswold Street, Detroit, Michigan. Complete details regarding these attractive securities are given in the company's booklet, "A Buyer's Guide to Good Investments," sent to any address without charge.

The generous return of \$25 a month can be had by investing about \$1,800 in 50 shares of Cities Service pfd. stock. All the facts about this investment opportunity will be given by Henry L. Doherty & Co., 60 Wall Street, New York, to any applicant for circular LW-90. The Cities Service Company is a very large and strong oil and public utility organization, paying monthly dividends.

A list of bonds and short-term notes so various as to meet the requirements of all classes of investors is offered for September investment by the responsible National City Company, National City Bank Building, New York. These securities have been carefully investigated by the company's experts, are all of high standard, and afford liberal yields. For details write to the company for list L-87.

Safety and a good yield characterize the first mortgage serial bonds safeguarded under the Straus plan. These bonds, in denominations of \$100, \$500 and \$1,000, and bearing 6 per cent. interest, are offered by S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago. An interesting publication, "Safety and 6 Per Cent.," and their latest list of offerings will be sent by Straus & Co., on request for booklet H-803.

During the last few years the graphite industry has grown greatly. Its possibilities have been set forth interestingly in "Securities Suggestions," issued by R. C. Megargel & Co., members New York and Chicago Stock Exchanges, 27 Pine Street, New York. This publication discusses important financial developments, and numbers 12 and 13 contain articles of special interest on the oil industry, foreign government bonds, etc. To get the firm's useful free booklets, write for 20-D.



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Due June 1, 1919-20-21

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The Government Buys it Back from You January 1st, 1923, for \$5.00

Buy it outright for Cash. Or buy it on the Installment Plan: 25c down and 25c as often as possible.

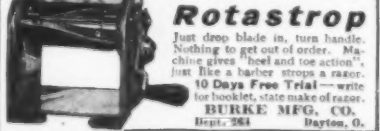
## W. S. S. War Savings Stamps

ISSUED BY THE United States Government

The Leslie-Judge Co. is an authorized agent of the United States Government in the sale of Thrift Stamps and War Savings Stamps to the public. Our services are gladly rendered free.

## 600 Shaves From One Blade

Yes, and more. That's the record of many men who shave themselves. Old blades made sharper than new—in 10 seconds. For all Safety Razors. Quick, velvety shaves for life with wonderful, new

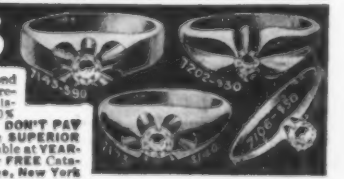


### Rotastrop

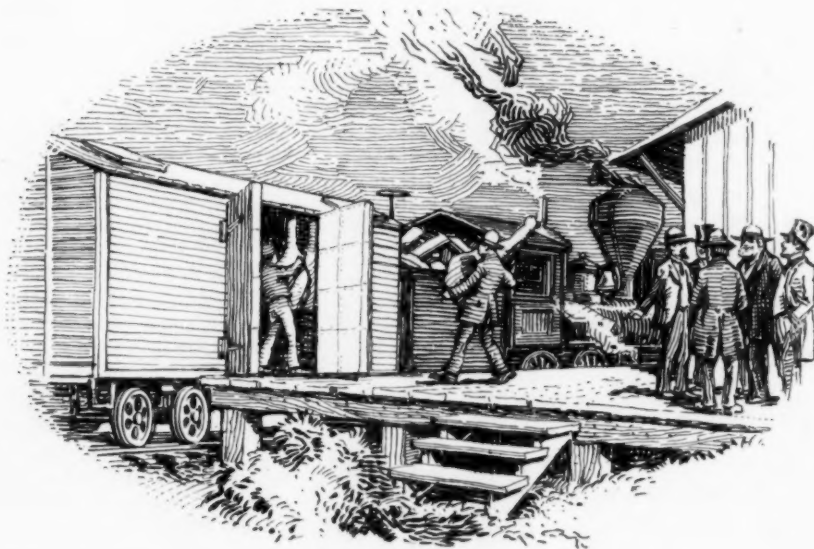
Just drop blade in, turn handle. Nothing to get out of order. Machine gives "heel and toe action", just like a barber's razor. 10 Days Free Trial—write to booklet, state make of razor. BURKE MFG. CO. Dept. 284 Dayton, O.

## DIAMONDS ON CREDIT

SEND NO MONEY. Any Diamond shipped for inspection, charges prepaid. Examine carefully—if satisfied pay 1-6 and keep it—balance 10% monthly. If unsatisfactory, return our expense. DON'T PAY A CENT unless you're sure Lyon Diamonds are SUPERIOR VALUE. Every Diamond guaranteed. EXCHANGEABLE AT YEARLY INCREASE IN VALUE OF 1%. Send TODAY for FREE Catalog No. 77-E. J. M. LYON & CO., 1 Maiden Lane, New York







## Another idea that men once laughed at

**F**ORTY years ago the job of transporting beef from the fertile plains of the West to the vast consuming market of the East, was one of America's biggest meat supply problems.

In those days, Western cattle were shipped alive over the long haul East. They were frequently injured; many even died; they all shrunk in weight and the quality of the beef was impaired. Watering and feeding en route was expensive and uncertain.

It was the idea of a number of Chicago meat men that the Western steer should, and some day would, be shipped as *fresh dressed beef*. They were laughed at on every hand as visionaries, their idea branded as absurd.

Among these "visionaries" was Gustavus F. Swift, the founder of Swift & Company. He gave the idea real impetus by trying it.

The refrigerator car had not then been perfected, so he rigged up a crude affair after his own ideas, loaded it with dressed beef and shipped it eastward.

After overcoming many difficulties, he succeeded in getting regular shipments of fresh beef through to the East in perfect condition.

But here he struck a snag. The railroads came out strongly against his idea: it meant supplanting cattle cars, which they had, with

refrigerator cars, which they didn't have. They flatly refused to build.

Mr. Swift finally saw that only by building refrigerator cars himself could he put his idea into operation. During the following year he built and put into service seventy cars.

Today those first seventy cars have grown to a fleet of nearly seven thousand.

Millions of people depend on this huge fleet to keep them regularly supplied with fresh meats. It delivers to them three billion pounds annually, traveling approximately one hundred and sixty millions of miles.

Thanks to the "idea that men once laughed at," no longer is the consumer dependent upon the uncertainties of open cattle car shipping and small local meat dressing methods.

Today the meat of the scientifically-bred Western steer—the finest beef-producing animal in the world—is regularly available at all times, in the qualities and quantities needed, *everywhere* in this country.

The distributing machinery of the packer, in which the refrigerator car plays so vital a part, operates—even in the present war emergency—with unfailing efficiency.

## Swift & Company, U. S. A.

A nation-wide organization owned by more than 22,000 stockholders



—as the call goes out for **MORE TRUCKS!**

## Who builds the most trucks?

America's roads have become highways of commerce. Merchants, contractors, farmers and manufacturers are calling for more and better trucks.

Republic has answered this demand. From a yearly production of but 54 trucks five years ago, Republic has become the *leader* in this new giant industry. Last year Republic produced and sold more than twice as many trucks as the second largest manufacturer.

A success like this doesn't merely happen. It's the logical outcome of two things:—a dependable truck and a dependable service organization behind that truck.

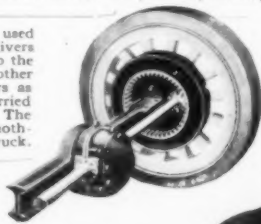
Republic engineers have studied the truck user's needs and designed trucks that measure up to every road and load requirement. The steel for every part must conform to Republic specifications which call for strength generously in excess of all possible demands.

More than 1300 Republic Service Stations, distributed all over the United States, make Republic service everywhere available.

Consult the Republic dealer. Let him study your business and advise the kind of a truck you should have. There is a Republic for every need. Seven models— $\frac{3}{4}$ -ton to 5-ton capacity.

Republic Motor Truck Co., Inc., Alma, Michigan

The Internal Gear Drive, used in all Republic Trucks, delivers 92% of the motor power to the wheels. We know of no other type of drive that delivers as much. The entire load is carried on a separate I-beam axle. The driving mechanism has nothing to do but drive the truck.



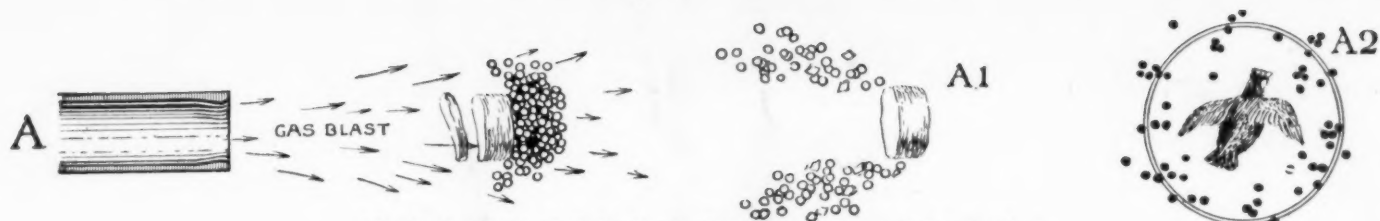
# REPUBLIC

Internal Gear Drive  
**MOTOR TRUCKS**

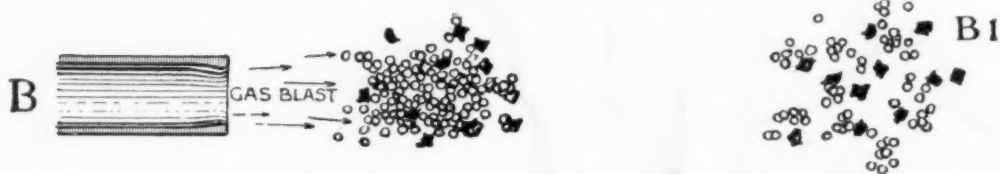
*Built by the Largest Manufacturers of Motor Trucks in the World*



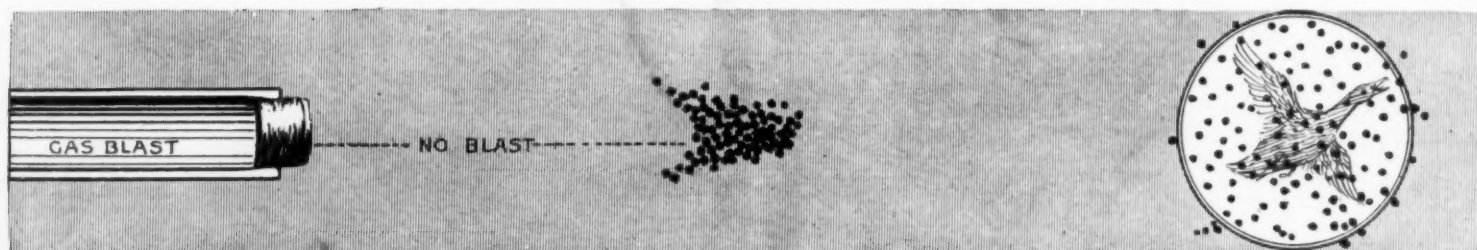




Effect of hard wadding that fits the barrel loosely. Unchecked by friction or muzzle choke, it is blown through the shot cluster, scattering the shot charge. Actual test target, 221 pellets out of 431 or 51% of the shot charge (1 1/4 oz. of 7 1/2 chilled) inside a 30-in. circle at 40 yds



Effect of weak wadding torn to shreds by the gas blast. The separate pieces are blown into the shot cluster, scattering the pellets in all directions. With no resistance to the explosion, the pressure is low and penetration poor. Actual test target, 178 pellets out of 431 or 41% of the shot charge (1 1/4 oz. of 7 1/2 chilled) inside a 30-in. circle at 40 yds



The Winchester system of wadding. The wadding expands evenly, sealing in the gas blast all the way to the muzzle, where it is checked by the "choke" or constriction. Shot cluster travels on ahead unbroken. Actual test target, 320 pellets out of 431 or 74% of the shot charge (1 1/4 oz. of 7 1/2 chilled) inside a 30-in. circle at 40 yds

## Effect of wadding construction on shot patterns

**Poor wadding responsible for more faulty patterns and lost birds than all other gun and shell troubles combined**

A strong uniform shot pattern depends upon how perfectly the wadding in your shells controls the five-ton gas blast behind it.

The wadding, like the piston head of a gas engine, must give the explosion something solid to work against so that the shot may be pushed out evenly.

It must expand and fill the tube of the barrel, completely sealing in the gas behind it. No gas must escape to scatter the shot.

It must offer just the right amount of resistance so as to develop uniform pressure and high velocity without danger of jamming the pellets out of shape at the "choke" or muzzle constriction.

The illustrations at the top of this page show actual test patterns, as high as 59% faulty, the result of poor wadding.

### The Winchester system

Winchester wadding is the result of repeated experiments to determine the most efficient control of the gas blast.

The special construction of the *Base wad* gives what is known as *Progressive Combustion* to the powder charge.

Combustion spreads instantly through the powder charge. By the time the top grains of powder become ignited the full energy of the burning powder behind is at work. Though the explosion is almost instantaneous, it is none the less *Progressive*, the final energy and maximum velocity of the completely burned powder being developed at the muzzle, where it is most needed.

Meanwhile, under the heat of combustion, the tough, springy Winchester *Driving Wad* has expanded to fill the barrel snugly all around. No gas escapes. It is completely sealed in. The wadding pushes up the shot evenly.

At the muzzle the shot pellets slip out without jamming, while the wadding is checked for a brief interval by the constriction of the muzzle. It follows some distance behind the shot pattern.

The shot cluster travels on unbroken by gas blast or wadding and makes the hard hitting, uniform pattern for which Winchester shot shells are world famous.

**Fish Tail Flash.** All Winchester smokeless shells are made with the new Winchester Primer—the quickest and most powerful shot shell primer made. Its broad fish tail flash gives even and thorough ignition.

Every grain of powder is completely burned up before the shot charge leaves the muzzle.

**The Crimp.** The required degree of pressure necessary in seating the driving wads is worked out in combination with the hardness or the softness of the crimping required for any particular shell.

**Water-proofing and Lubrication.** In the cold, damp air of the marshes, or under the blazing sun at the traps, Winchester shells will always play true. Winchester water-proofing process prevents them from swelling from dampness. Special lubrication of the paper fibres prevents brittleness and "splitting" in dry weather.

**Uniform Shells.** From primer to crimp, Winchester shells are constructed to insure the maximum pattern possible from any load and under all conditions. \$100,000 is spent annually in the inspection and testing of finished shot shells. 25,000,000 rounds of ammunition are fired every year in testing guns and ammunition.

### Clean hits and more of them

To insure more hits and cleaner hits in the field or at the traps, be sure your shells are Winchester Leader and Repeater for Smokeless; Nublack and New Rival for Black Powder. Write for our Free Booklet on Shells.

Winchester Repeating Arms Co., Dept. 301, New Haven, Conn., U. S. A.



**WINCHESTER**  
World Standard Guns and Ammunition

